

Granite City Journal

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4 Sections, 36 Pages

TWENTY CENTS

Reviews & Previews In the News

Venice reduces liquor licenses

VENICE ALDERMEN VOTED UNANIMOUSLY Oct. 15 to rescind an amendment voted in last May that changed a restriction in the liquor license ordinance. The amendment had expanded the total number of available licenses from nine to 15. Carolyn Wilson and her neighbors had no need to present their protest petitions, containing 522 signatures, to the City Council. The petitions were in opposition to a proposed package liquor and convenience store in the 1000 block of Fourth Street.

Former street superintendent dies

FORMER GRANITE CITY Superintendent of Streets William S. "Bill" Warfield, 80, died Tuesday, Oct. 15, at St. Elizabeth Medical Center. He served as superintendent of streets for 15 years, retiring from that office in 1970. Warfield earlier was a lieutenant on the Madison County sheriff's staff and was employed in the boiler room of Granite City Steel for 17 years. Warfield worked with the Illinois state highway division for four years and was road commissioner of Nameoki Township for one year. He was formerly chairman of the Granite City Democratic Central Committee and chairman of the Granite City Democratic Club. His son, Mac, is the present superintendent of streets and the chairman of the Madison County Democratic Committee.

Charged with attempted murder

ARSENIC-LADEN ANT POISON mixed in tea and other beverages was reportedly used by a Granite City woman who allegedly tried to kill her husband over a 29-month period. Arrested Oct. 16 on attempted murder and aggravated battery was Joyce R. Bauer, 47, 2625 Lincoln Ave. The Madison County Grand Jury issued an indictment Oct. 3 against Bauer for allegedly trying to kill her husband, Thomas Bauer, 51, during a period from March 1983 to August 1985.

Election coverage to continue

ELECTION COVERAGE CONTINUES Thursday with full biographies of the Belleville Area College Board candidates. Watch next Wednesday's Journal for previews of the Venice school board races.

Quote of the week — Von Dee Cruse

"I'M NOT ANTI-LABOR," Granite City Mayor Von Dee Cruse told that to the Press-Record Journal Oct. 16 in response to the Oct. 10 edition of a publication serving the AFL-CIO, the Labor Tribune. The controversy resulted from a resolution proposed by Alderman Brett Hanke and unanimously passed June 18 by the City Council. It stated the city's opposition to then-proposed federal legislation mandating how a city should conduct collective bargaining, Hanke said.



Painting the plant

THE MASSIVE TASK of painting one of the huge buildings of Granite City Steel, this one adjacent to Madison Avenue, is accomplished Monday by two workers suspended high

above the street. The building, which houses the 80-inch production line, stretches from the 1600 to the 1900 block and is being patched and spray-painted prior to the onset of winter.

(Staff photo by Patrick Foley)

Patricia Gonwa in county school race

Patricia Noeth Gonwa, a Granite City educator, today announced her candidacy for Madison County regional superintendent of schools.

Friends and relatives joined her at a wine and cheese party hosted by the Marshall School faculty on Oct. 19 at the Mexican Honorary Commission hall in Granite City. Mrs. Gonwa announced she is a Democratic candidate for the post in the March 1986 primary, and is the first woman to ever run for this position.

SHE HAS SERVED as an educator in Granite City for 23 years as teacher, counselor and administrator. During her entire career, she has been active in American Federation of Teachers Local 745 and was a building representative (shop steward) for the past six years.

Gonwa, 50, noted she is part of the Noeth family, a large family "dedicated to sound educational



Patricia Gonwa

practices and fairness in dealing with all others. Since the name Noeth is synonymous with educational leadership, I am campaigning

under the name of Pat Noeth Gonwa."

Her immediate family members engaged in education include: brother, Fred Noeth, retired Prather School principal; Tom Noeth, retired administrative assistant in charge of data processing; Jim Noeth, teacher in Granite City and Madison and a counselor in St. Louis schools; Ted Noeth (deceased), high school science department chairman; and her sister, Rita Jones, reading specialist in the Hazelwood School District.

Gonwa also has many nieces and nephews trained as educators throughout Madison County. Another brother and sister are Pete Noeth of Holiday Shores, a contractor, and Dorothy Scheibel of Alton, a park district employee.

SHE ATTENDED Highland High School and graduated from Granite City High School in 1952. She received a bachelor of science degree in

mathematics in 1956 from the University of Illinois, Champaign-Urbana, and a master of science degree in counseling from Southern Illinois University at Edwardsville in 1968. She is a doctoral candidate in education administration at St. Louis University.

Her campaign slogan, "Building our youth for the future," summarizes her education goals. "We need to educate students in decision-making, while stressing the basics of good decision-making — reading, writing, arithmetic and speaking — in an environment that encourages pride in accomplishments, in self, and in country."

"What we can predict about the future is ever-increasing change at a more and more dramatic rate. Today's students will probably have to retrain for jobs four or five times during their working years. Good decision-making is, therefore, essential."

(See GONWA, Page 5A)



Go get 'em Cardinals!

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Cherry Ochon Leo Suft Ann Heekin
David R. Whaley Susan Hines Dee Coughlin
Salvatore Senean Mush Warden Ann Howard
Bill Winter Jerry Bonfiglioli Beth Kovach
Sun Imolucato Thomas Bonfiglioli Elaine Krause
Donna Kimbrell Susan E. Pierce Pamela Lief
James Wick Susan E. Pierce Shelma Patrick
Alana L. Lupton Jim Smith Donna Crider

From the producers of the Press-Record/Journal

Inside Today

Obituaries

Richard Foley

50 Years Ago

(From our newspaper files)
OCTOBER 23, 1935
The Madison Trojans were favorites for the first time ever against the Granite City Warriors in their annual football game. The Trojans were 1-0 going in and the Warriors were 0-2 and still looking for their first touchdown of the year. Madison won, 20-16, on two long touchdown runs by Charles Skinner. Both teams are in the Madison-St. Clair Athletic Association.

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84 Lumber
Dollar General

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Warriors oust Alton



Page 1D

Food

From the vineyards

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Comment

2A GRANITE CITY JOURNAL—October 23, 1985

Research money hard to get

An esteemed doctor friend of mine told me the other day that he needed \$50,000 for a research project.

I was honest and told him I didn't have it. "Why don't you go to a foundation?" I said.

"That's why I need the money," he replied. "To prove to the foundation that my research is worthy of getting a grant."

"That's stupid," I said.

"You think that because you don't have to deal with the foundation. Originally, the purpose of foundations was to give money for projects which might or might not work. But now the people handing our grants have to prove to their boards they are giving money to successful, as opposed to unsuccessful, research. No foundation wants to be associated with experiments that don't pan out."

"Wait a minute. I thought that was what research was all about. If it was guaranteed to work, it couldn't be called research."

"That's the way people treated research in the past," my doctor friend said, "but this country is very performance-oriented. It wants winners from the start. Even the government won't give you research funds unless you can prove the results will be positive."

"Give me an example," I said, still not believing him.

"Let us say I have a theory that the lack of a protein in a cell causes the cell to feed off the proteins in other cells. It's a theory, it has a basis in fact. While studying cells, we discovered weak ones were cannibalizing healthy ones."

"Since it's only a theory, we



Art Buchwald

must devise an experiment to see if it can be proven or not. Last week I went to a foundation and asked for a grant to do this. The man in charge replied, 'How do you propose to prove it?'

"I told him I honestly had no idea. I would have to start from scratch."

"I'll bet he didn't like that," I said.

"You bet he didn't," my doctor friend told me. "He said, 'What kind of foundation do you think this is to give you money to experiment on a project that you have no idea how to attack?'

"I told him, 'If I knew how to attack the problem I wouldn't need the money from the grant.' And he said, 'You're going to have to do better than that. Suppose your theory about the cells doesn't fly? How do I explain that to the board?'

The doctor continued. "I said, 'Not all experiments come out the way you want them to. The only ones that do are on television or in the movies. I have a team ready to risk three years of their lives on this, win or lose. If we're wrong, it could be just as important to science as if we're right.'"

"The foundation man said, 'It may be important to science to be wrong, but my foundation people would

rather have something with more Nobel Prize potential. Now if you get the seed money to prove to us your theory has a 9-to-1 chance of holding up, we'll give you the grant money. But we're not going to throw away our dollars if we can't see a light at the end of the tunnel.'"

"I guess that was a blow to you," I said.

"No," the doctor replied, "I've been through it before. Even the government wants results before they'll give you grant money to study something. I know one doctor at the National Institutes of Health who was cut off because, by eliminating one problem, he created three others. He was told that government scientists could no longer create new problems in research. While there was still money for old problems, the word is out that if they lead to new problems, NIH doesn't want to hear about them."

"Do you believe," I asked my friend, "that with \$50,000 you can prove your theory?'"

"It's hard to say. Why do you ask?'"

"Well, how can I ask my friends for seed money for you if what you're trying to do turns out to be a flop?'"

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Granite City Journal

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MARGULIES
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Something better than gas...

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Anybody enthusiastic about alcohol as a fuel for automobiles cannot understand what's taking us so long!

Alcohol has been the only fuel in race cars at Indianapolis speedway for the past 14 years.

We are flying some piston planes on alcohol.

Alcohol, as fuel, is cleaner, safer and runs cooler than gasoline.

And with no pollution.

And alcohol can be made of farm products of which we have more than enough and even from garbage of which we have more than enough.

Then what's holding it up?

Dusty documents in our Library of Congress reveal that the United States was able and prepared to run automobiles on alcohol in 1951. That is 34 years ago!

In 1981 the National Alcohol Fuels Commission called "gasahol" (gasoline blended with alcohol) "a significant fac-



Good day
by Paul Harvey

tor in reducing American dependence on foreign oil."

With the promise of federal subsidies, more than a billion dollars was spent on alcohol-from-corn plants beginning in the late 1970s.

Yet, of all the automobile fuel sold last year, less than 5 percent was gasahol.

I have read the manner in which those opposed seek to document their opposition.

But then I see tests on Ford tractors showing that alcohol-based fuels are better than gasoline.

And I see cars running coast-to-coast on alcohol fuels with no problems except the problem of supply along the way.

In an older car, ethanol does tend to flush the crud out of the

bottom of a grubby gas tank, thus clogging filters. But that inconvenience is readily remedied and the problem in newer cars is non-existent. Ashland Oil sells 30 percent of its gasoline with alcohol added, and with few complaints.

Anyhow, the alcohol fuels are going to get a boost this year. Demand will increase at least 16 percent and perhaps much more.

Our federal government plans to ban almost all lead from gasoline starting Jan. 1. This is such an encouragement to ethanol producers that—guess what—there is already competition, increasing competition—from "ethanol imports."

Surely, eventually, that will occur to official Washington as an indefensible absurdity.

General Motors, Ford and Chrysler cars are now sold with warranties which cover cars using gasahol.

That is a significant concession in recognition of an inevitable evolution.

Mummies medieval?

Egyptian tombs were often rifled in the 16th and 17th centuries for mummies, which were then powdered and sold to apothecaries. The notion that they were medicinal probably arose because they were treated with "mumia," a pitch with some antiseptic properties.

Wind cuts wheat crop

Just one day of hot, dry winds can reduce winter-wheat yield 30 percent if the winds occur while the plants are in the milk stage. Wheat plants in the flowering stage or soft-dough stage also suffer from hot winds, and subsequent yields can be reduced by 25 percent.

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School Elections '85

5 candidates vie for Belleville Area College Board posts

Five candidates are seeking positions on the Belleville Area College Board of Trustees in the Nov. 5 election. The candidates are comprised of three incumbents and two newcomers.

The following are brief profiles of the candidates. For a full biography and profile of each person, see tomorrow's Press-Record.

Frances Braswell

Frances Paolet Braswell, 68, of Belleville is seeking a two-year term on the BAC Board.

Braswell works as a counselor with farm and business interests. She served on the Belleville High School College Board as the first woman elected to the board, from 1959 to 1962.

She has a bachelor of arts degree from Wellesley College and a master

of arts in estate management from Webster University.

A 37-year resident of Belleville, Braswell said she is a candidate because she was requested to run and as a "public service to my community."

Larry Reinneck

Larry Reinneck is seeking a six-year term on the BAC Board of Trustees.

Residing in Freeburg, Reinneck is the owner-operator of a third-generation farm.

He attended Belleville Area College and received an associate degree in business administration. He also attended Southern Illinois University at Edwardsville, where he received a bachelor of science degree in accounting.

In 1979, Reinneck was a candidate for the Belleville Area College Board. He has served on the BAC agricultural advisory committee for several years, chairing the committee during the past year.

Presently, Reinneck serves on the East-West Gateway Coordinating Council's Forum as a St. Clair County representative. He is a board member of the Belleville Mental Health Center and is its finance chairman. He also belongs to the St. Louis Agri-Business Club.

Curt Eckert

Curt Eckert is an incumbent seeking re-election to a six-year term on the BAC Board.

A farmer and realtor, Eckert has served on the BAC Board since 1974. He is a graduate of the University of Illinois.

Eckert seeks re-election because he believes "there is a job to be done, and I can make a contribution."

Avery Schermer

Chairman of the Belleville Area College Board of Trustees for the past two years, Avery Schermer is seeking re-election to a six-year term in the Nov. 5 election.

Schermer was first appointed to

the board in 1979, following the resignation of Robert Harris. He was then elected to a five-year term in 1980.

Schermer, 63, founded Schermer Brothers Super Market in Madison. A lifelong resident of the Granite City area, Schermer has been active in several community organizations, including the Lions, Urban League, Chamber of Commerce and Associated Retailers.

He also served on the Tri-City Regional Port District board by appointment of former Gov. Dan Walker.

James Vest

Seeking election to a two-year position he currently holds, Dr. James Vest of Belleville provided information on his candidacy to the Press-Record/Journal.

Jimmie Markey promoted by Prudential firm

Jimmie F. Markey of Granite City has been promoted to assistant to the vice president of regional marketing in the Prudential Insurance Company's North Central Marketing Office in Minneapolis. He had been a sales manager in the Alton district office.

Markey will now assist in the training and development of district sales representatives in the company's Michigan region, which has a sales and service staff of more than 800.

Since joining Prudential as an agent in 1969, Markey has received many honors, including seven of the

company's President's Citation awards for sales and service leadership.

A native of Indiana, he attended Southern Illinois University at Carbondale and is a graduate of the Life Underwriters Training Council program. He has three grown children.

Granite City BPW to host Harvest Luncheon

The annual Style Show, sponsored by the Granite City Business and Professional Women's organization, will be the highlight of a Harvest Champagne Luncheon on Saturday, Nov. 16, at Charlie's Restaurant.

Members and guests will arrive at 11:30 a.m. for lunch and view the latest fall and holiday fashions to be modeled through the afternoon. Accent jewelry and other accessories will complement each ensemble, according to Hazel Rollins, chairman of the project.

Local stores participating in the

show will include Tops 'N Bottoms, Ruth's, Glik's, Gabriel's Queenswear Boutique, Inge's Brides and Formal, Hudson Jewelry Ltd. and Old Mother Hubbard.

Jeanne Hornberger, a member of the host club, will serve as narrator, and Judy Stille, owner of Tops 'N Bottoms Store will be in charge of the models.

Tickets for the show and luncheon are \$6.50 and may be obtained from any member of the Granite City BPW or by calling Dolores Allen at 876-5876.

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New deli

SUPER SANDWICHES are served at the new Reese store at Bellemore Plaza by Lynn Carr, deli manager. On the menu, said advertising manager Jane Leach, are all types of deli sandwiches, popcorn, various flavors of ice cream, and slushes and other beverages. Reese opens Nov. 4. Their grand opening is Nov. 7.

(Staff photo by J.C. Ventling)

Student safety concerns voiced

By DONNA KIMBRO
Staff writer

Concern for safety of school pupils crossing McCambridge Avenue in the 700 block before and after school hours was expressed by Madison School board members Thursday night.

"I passed there one day this week and the youths just pay no attention to the traffic flow. This really bothers me as far as the safety of the students," Dor Garrett said.

John Palchiff, superintendent of schools, told the board this has been a problem for many years. "There is an underground tunnel at the corner and the school district has a crossing guard at one end and a teacher's aide at the other and to ensure there are no problems using this crossing passage. But the kids just do not want to use the tunnel," Palchiff said.

AFTER A LONG discussion of possible alternatives, the board agreed to have Palchiff contact Chief of Police William Papa on the legality of marking several blocks as a school crossing zone, with lower speed limits.

James Newsome said, "I think you must contact the Illinois Department of Transportation for a decision on this." McCambridge carries Illinois Route 203.

Another suggestion from board members was to contact parents and stress the need for them to alert children about the dangers encountered in crossing such a heavily-traveled street.

There is a traffic signal light on the corner of Seventh Street and McCambridge Avenue, but most pupils do not cross at that corner, nor do they apparently pay any attention to a red light, one board member said.

The topic will be discussed again at the next board meeting, Palchiff said.

HE SAID A SURVEY showed interest in instituting a football program at the Madison Middle School. Fundamentals would be taught prior to athletes entering high school.

There were 40 interested eighth graders. Academically, there would be about 20 to 25 students eligible to participate, Palchiff related.

Board members indicated it would not be a competitive venture with other schools, but could offer in-school participation.

Uniforms and equipment are available, it was brought out. Paul Bargiel, board president, asked Palchiff to pursue the study and report back to the board with details of a possible program that could be instituted.

Willing Workers meet with YMCA director

The Willing Workers met with Pat Barker, interim director of the Tri-City Area YMCA, who talked about the program and noted it has been in existence since 1844, with George Williams as the founder. The "Y" has been in the United States since

1924. The YMCA started by teaching the Bible; as an organization, it has as its goal to help people and families.

About 22 percent of the budget comes from the United Way. The

"Y" here has discontinued room and board facilities.

The next meeting will be Oct. 26 at 10 a.m. at the YMCA. Guest speaker will be R. C. Bush, executive vice-president of the Tri-Cities Area Chamber of Commerce.

Proposal-writing workshop

By VALERIE EVENDEN
Staff writer

How to develop adequate written proposals which may be used to apply for a grant from various funding sources will be the focus of a "Proposal-Writing Workshop" scheduled on four dates in November.

The 16-hour workshop will be presented by Richard C. Pooley, Ph.D., formerly of Southern Illinois University at Edwardsville. No fee will be charged to those taking part. Participation is open to school personnel, social service agencies, non-profit groups which may be eligible for funding for special projects, veterans' groups and governmental entities.

The four continuing sessions (16 hours) will take place from 8 a.m.

until noon on Wednesday and Friday, Nov. 13 and 15, and Wednesday and Friday, Nov. 20 and 22.

The workshop is being sponsored by the Tri-Cities Area United Way and Coordinated Youth Services. All four sessions will be held at the CYS Building, 1254 Niedringhaus Ave.

Workshop participants are to bring an idea for a project they wish to be supported by an outside grant. Lillian Douglas and Donna Daisy, CYS coordinators, said. The idea should be written in the form of a "problem statement."

The statement is to define the problem the participant wants to deal with and explain what one hopes to accomplish within a reasonable amount of time and with reasonable additional resources, Douglas said.

The intent is to develop the problem statement ideas into adequate written proposals which then may be

used to apply for grants.

Instruction will focus on how to: — Build the credibility of an organization; support the need for a proposed program; develop clear, measurable and attainable objectives.

Support the approach for funds with appropriate methods; design a method for evaluating progress; build future funding mechanisms; and write a cogent summary of a project by using simple language throughout.

Information will be provided the participants on locating and obtaining fund sources, such as private foundations and federal, state and local governments.

Persons wishing to attend may register through Monday, Nov. 4, at the CYS, 1254 Niedringhaus Ave., or by contacting Donna Daisy or Lillian Douglas at 876-2385.

Lesche Club tours Union Station

The Lesche Literary Club held its annual Guest Day at Union Station in St. Louis. Welcomed by club president Connie Strotheide, the club members and their guests enjoyed a luncheon at Dierdorf and Hart's Restaurant, followed by a tour of the renovated train station, now a shopping mall.

Those attending were Maryann Cochran and her guests, Nora Stenstrom and Carol Grobel, Bess Henley and her guests, Arline Fox and Ida Cariss, Lois Holsinger and guest, Kay Eichacher, Burdine Hotschaker and guest, Louise Terneus, Virginia John and guest, Betty McClintock, Mary Miller and guest, Helen Krum-siek, Connie Strotheide and guest, Loretta Krekovich, Mary Davis, Marie Klein, Hannah Kleinschmidt, Ted Veihl and Verna Stuart.

Club vice-president and program chairman Virginia John was in charge of the day's events. She announced the next meeting will be held in the home of Mrs. Ernest Veihl.

AT THE LEADER

SALE

NOW THRU SAT., OCT. 26TH

Wrangler MISSSES DENIM JEANS SALE 12.00 REG. \$28.00	MISSSES \$12 "DEENA" 100% N/LON SHIFT GOWNS SALE 8.00 REG. TO \$7.25—STYLE #802	REG. \$8.50-\$14.00 "EXQUISITE FORM" MAGIC LADY GIRDLES SALE 1/2 OFF
MISSSES LEVI'S FASHION BEND-OVER PANTS SALE 14.00 REG. \$23—SIZES 8-20 Zip Front—Many Colors	MISSSES LEVI'S FLARE LEG 5 POCKET BASIC DENIM JEANS SALE 12.00 REG. TO \$26	MISSSES—REG. TO \$15. PULL-ON PANTS SALE 6.00 100% Polyester Assorted Colors
LEADER COUPON UNDERWEAR Briefs, Tees & Shirts—Shorts Jockey-Hanes—Fruit of the Loom 25% OFF EACH Pkg. of 3	LEADER COUPON 100% COTTON LEE RIDERS® SALE 18.00 REG. TO \$29—48"X84"	LEADER COUPON OSK KOSHI® BLUE DENIM WORK DUNGAREES SALE 12.00 Limit 2 Pairs
LEADER COUPON 100% POLYESTER BATTING 2 for 9.00 Limit 1 Each Per Customer	REG. TO \$29—48"X84" READY TO HANG DRAPES SALE 12.00 PR.	SALE! 90-INCH BLEACHED SHEETING Extra Fine Quality 2 Yds. 5.50
FITTED COMBINATION—FULL OR TWIN MATTRESS PAD & COVER SALE 14.00 REG. \$24.99	42" STAMPED PILLOW CASES SALE 3.00 PR.	REG. 4.99 PKG.—STAMPED QUILT BLOCKS 6 for 3.00
FULL OR TWIN REG. \$25.99 "CANNON" 4 PC. SHEET SETS SALE 15.00 CHOICE OF 3 PATTERNS	FULL SIZE—100% POLY—REG. \$25. QUILTED SPREADS SALE 14.00 Machine Wash—Floral	LENO STRIPE—40X81 KNITTED PANELS White—Brown—Heavy REG. \$5.99 SALE 3.00
60 INCH—REG. TO \$6.99 YD. DOUBLEKNIT FABRICS New Fashion Colors SALE 1.00 YD.	DOWNTOWN GRANITE CITY <h2>THE LEADER</h2> <p>FREE PARKING IN FRONT OF THE STORE</p>	

OUR WINNING CARDINAL SPECIAL

20% OFF

Storewide Sale

In Addition To Our Everyday Savings of 15-40%

AN ADDITIONAL 5% OFF ALL RED ITEMS

For A Total Savings of 25%

DRESSES

SIZES: 6-18
14 1/2-24 1/2

BLOUSES

SKIRTS

PANTS

SWEATERS

Thru Sat. Only

Factory Outlet Stores

Collinsville
102 E. Main
Phone 618-345-9010
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St. Charles
214 First Capital Plaza
Phone 314-724-8800
OPEN MON-FRI 9-5:30 SAT. 9-4

Mt. Vernon
102 N. 9th
Phone 618-242-2990
Open 9-5:30 Mon.-Sat.

Police News

October 23, 1985 - GRANITE CITY JOURNAL 5A

TWO SWEEPERS STOLEN

Two Hoover upright vacuum cleaners, valued at \$160 and \$99, were stolen from Pace Hardware Store in Madison Oct. 9. Apparent customers kept a clerk detained while another visitor took the sweepers.

AIR COMPRESSOR TAKEN

A red and white Sanborn air compressor valued at \$550 was stolen from 4-Way Pallet Co., 14 Fox Industrial Complex, Madison, Oct. 9. The burglar damaged a door of the building.

GC WARRANT IS SERVED

A contempt warrant alleging failure to appear on a traffic charge was served on Connie Farley, 28, of 4005 Kirkpatrick Homes, arrested Oct. 19 in the 3400 block of the housing complex. She was released after posting \$202 bail.

MADISON JAIL DAMAGED

Ronald Drennen, 22, of 1419 Fifth St., Madison, allegedly scratched initials and other graffiti on a cell wall at the Madison city jail last week and was charged with criminal damage to property. Damage to the newly-painted cell was set at \$250. Drennen was charged earlier with theft and was being held for questioning by Granite City police. He was fined \$100 and was transferred to the Madison County jail.

TWO HURT IN MIDNIGHT TRAIN-CAR CRASH HERE

Motorist Raymond V. Seaman, 19, and a passenger, Alan Ratay, 20, both of Caseyville, sustained injuries at 12:05 a.m. Oct. 19 when their auto and a train engine collided on Edwardsville Road at 19th Street. J. B. Stough of St. Louis, engineer of the Terminal Railroad train, said the crossing lights were flashing and he sounded the engine horn when he saw the northbound vehicle about to cross the tracks. He was unable to stop the train in time to avoid the collision. Stough told police. Seaman, who said he did not see the crossing lights flashing, declined medical treatment. The 1972 auto was towed from the scene.

GC MAN, 35, WITH THREE YOUTHS IS ARRESTED HERE

After officers stopped a car on Madison Avenue at 21st Street at 12:50 a.m. Oct. 19, the 16-year-old driver was charged with having no valid driver license. Open beer was found in the vehicle and two 15-year-old youths in the rear seat were charged with possessing it. Daniel R. Dine, 35, of Rural Route 1, also a passenger in the auto, was charged with contributing to the delinquency of a minor and possessing beer. He was released on \$102 bail. All three juveniles were released to relatives pending court hearings.

DUI ARREST IN MADISON

John Thomas Neal, 45, of 702 Kirkpatrick Homes was arrested at 12th Street and Madison Avenue, Madison, at 3:35 a.m. Oct. 11 on charges of driving while under the influence of alcohol and driving with an expired driver license. He was released on \$302 cash bail.

TV TAKEN IN BURGLARY

Darlene Parmer of Madison returned home Oct. 11 and discovered a burglar had taken a 19-inch Zenith color television set, a stereo system, an 8-track cassette, a turntable and a receiver.

CANNABIS CHARGE FILED

A 15-year-old Granite City youth, allegedly seen selling cannabis to Granite City High School students, was charged with possession of cannabis Oct. 18. A pack with eight cannabis cigarettes inside allegedly was confiscated.

REPORTS \$162 MISSING

Walt Mathes Sr. of Akron, Ohio, who was doing lighting work inside the K mart store, 3655 Nameoki Road, reported \$162 was missing from a briefcase which he left in the lounge Oct. 18.

DIAMOND EARRINGS GONE

A color television set, diamond earrings valued at \$100 and a \$65 leather handbag were stolen from the home of Cynthia Myers, 810 Madison Ave., Madison, Oct. 11.

VEHICLES ARE ENTERED

Three vehicles were entered at the Granite City Auto Sales, 4001 Nameoki Road. A radio was torn out of a Jeep and a citizen band radio was stolen from a 1984 van Oct. 18. Knobs and other parts were removed from the radio in a third vehicle.

BURGLAR GETS COMPRESSOR

An electric air compressor and a toolbox and hand tools were stolen in a garage burglary at the home of Esther McCosky, 2818 Victory Drive, Oct. 18.

MAN ARRESTED FOR DUI

Milton Carl Covin, 31, St. Louis, was arrested at Sixth Street and Madison Avenue, Madison, Oct. 10 for driving while under the influence of alcohol. He was freed on \$302 bail.

TAPES, BINOCULARS GONE

Debra Valentine of 2419 Iowa St. said Oct. 20 someone gained entry to her locked auto while it was parked at W. 21st Street and Illinois Avenue. Taken were eight cassette stereo tapes, a pair of binoculars and parts from her car stereo. The dashboard of her car was damaged when someone tried unsuccessfully to remove the radio.

FIRE SET ON SCHOOL ROOF

Arson is suspected in a fire that occurred at Prather School, 2300 W. 25th St., on Oct. 20. A flare was used to start a small fire on the roof over the gymnasium.

TV AND SUITCASE TAKEN

Norman Myers of Plant City, Fla., said Oct. 20 someone gained entry to his tractor-trailer by forcing open a vent window. The truck was parked on a lot of 1428 Edwardsville Road. Taken were a black and white television set and a suitcase.

ARRESTED AFTER BEATING

Billy S. Lay, 17, of 1723 Delmar Ave., was arrested at his home Oct. 20 for battery. John Brown of 1700 Delmar Ave. told police he was beaten while in an alley between Delmar and Edison avenues. Brown suffered a swollen right eye and a bloody nose.

CONDUCT, POSSESSION OF CANNABIS CHARGES

James R. Scott, 44, of 1911 Grand Ave. was arrested Oct. 19 for possession of cannabis and disorderly conduct. Police arrested him at Niedringhaus and State Street. Scott allegedly ran out of the Auction House, 2200 Madison Ave., yelling profanity. When apprehended, he allegedly had two clear plastic bags containing cannabis.

WOMAN NAMED IN WARRANT

Shirley E. Womack, 24, of 2801 Emzue Ave. was arrested Oct. 19 on a Granite City warrant alleging failure to appear on a charge of leaving the scene of an accident.

MONEY TAKEN FROM PURSES

Three persons attending Trinity Methodist Church, E. 25th and Henry streets, told police Oct. 20 money was removed from their purses, which were in a classroom. The victims were Karen Greeling of 9 Violet Ave., who lost \$35; Iona Mae Lee of 2633 E. 28th St., \$10; and Hope Lee of 2633 E. 28th St., \$50.

PRATHER SCHOOL ENTERED

Someone entered Prather Elementary School, 2300 W. 25th Street, Oct. 19 after knocking out a section of a window. Some items were thrown onto the floor in a kitchen walk-in cooler, but no items were reported missing.

MECHANIC TOOLS TAKEN

Jim Bush, 2015 Washington Ave., told police Oct. 19 someone broke in to a storeroom at 2001 Washington Ave. and took a toolbox containing mechanic tools valued at \$250.

BURGLAR TAKES TWO TIRES

Frederick Warnhoff of 907 24th St. reported Oct. 19 a burglar entered his garage and took two tires.

TAPES, SPEAKERS STOLEN

Robert Dunn of 2601 E. 25th St. said Oct. 19 someone entered his pickup truck and removed two stereo speakers and 20 eight-track tapes. Dunn's vehicle was in front of his home.

• Gonwa seeks county school post-

(Continued from Page 1)

tial, as is a love of learning," she said.

"I feel that my training in counseling helps me to have a sensitivity to human needs. It is important to stress caring and a cooperative work spirit in education, both among workers and in relation to students."

"I DON'T THINK it's just a woman's intuitive, caring nature that makes me feel this way," Gonwa said. "I attribute my insights on the need for humane changes in education to my extensive and

diverse training and my faith in people working cooperatively for common goals."

"We have excellent educational programs in the various Madison County schools. We must strive to make what's good even better, according to the needs of the community."

She has two children, Diane Riddle, owner of Riddle Directories, a publishing company in Durango, Colo., and Mark Gonwa, a student at Northwestern University Medical School in Chicago.

The candidate attends Sacred Heart Catholic Church, was public education chairman for the American Cancer Society for the past two years, and has been or is active in the Business and Professional Women's Club, Marshall School PTA, Democratic Women's Club, Junior Service Club, National Council on Measurement in Education, American Guidance and Personnel Association, Delta Kappa Gamma, and Citizens Advisory Committee for the Granite City School District.

CORRAL LIQUORS

SCHAEFER BEER 24 Cans \$5.99

ANDRE CHAMPAGNE
White & Pink
1.99 750

GALLO PREMIUM WINES
4.29 3 Liter

TAYLOR CALIF. CELLER
4.99 3 Liter

CELLA LAMBRUSCO, BIANCO
3.99 1.5 Liter
Rebate 1.00
Your Final Cost 2.99

TAYLOR DESSERT WINES
4.29 1.5 Liter

KORBEL CHAMPAGNE
X-Dry, Brut, Rose
6.99 750 ml

SEAGRAM'S CROWN ROYAL
11.99 750

CRAWFORD'S SCOTCH
10.99 1.75

CANADIAN MIST
Sale 10.99
Rebate 1.50
Your Final Cost 9.49

CASTILLO RUM
Light & Dark
9.99 1.75

OPEN SUNDAY
NOON - 5 PM

WOLFSCHMIDT VODKA
Sale 8.99
Rebate 1.25
Your Final Cost 7.74

LEROUX SCHNAPPS
Peach, Strawberry, Root Beer, Apple
Sale 2.99
Rebate 1.50
Your Final Cost 2.99

JIM BEAM BOURBON
Sale 10.99
Rebate 1.50
Your Final Cost 9.49

KENTUCKY FAVERN
Sale 9.99
Rebate 2.00
Your Final Cost 7.99

GORDON'S GIN
Sale 10.99
Rebate 1.50
Your Final Cost 9.49

CUTTY SARK SCOTCH
Sale 18.99
Rebate 5.00
Your Final Cost 14.99

BLUSH WINE SALE

Taylor California Cellars Blush 1.5 Liter 2.99
Wine Discovery White Zinfandel 750 ml 2.99
Sutter Home White Zinfandel 750 ml 3.99
McDowell Valley Zinfandel Blanc 750 ml 3.99
Sebastiani White Zinfandel 1.5 Liter 5.99
Mark West Pinot Noir Blanc 750 ml 5.99

PRICES GOOD THRU TUES. OCT. 29

466-3566 GODFREY-ALTON
INTERSECTION HOMER ADAMS PARKWAY AND GODFREY RD.
259-1011 WOOD RIVER

451-9116 - GRANITE CITY
2100 MEDICAL CENTER, GRANITE CITY
632-1220 FAIRVIEW HEIGHTS
21 LINCOLN HWY.

BUSCH BEER
24 cans 8.79

SCHLITZ BEER
Reg. & Light
24 cans 6.29

HAMMS BEER
Reg. & Light
24 cans 5.99

PABST BEER
Reg. & Light
24 cans 7.99

BUDWEISER BEER
24 cans 9.69

BEEFEATER'S GIN
1.75 17.99

CHIVAS REGAL SCOTCH
1.75 13.99

JOHNNIE WALKER BLACK
12-Year Old Scotch
1.75 12.99

KAHLUA
9.69 750
Rebate 12.00
Your Final Cost \$7.69

WALKER'S SOUTHERN DELUXE COMFORT
5.19 750 12.99 1.75

BIG FALL CLEAN-UP SALE

LARGEST SALE IN OUR 17 YEAR HISTORY!

OVER 600 ROLLS OF CARPET IN STOCK!

PRICED FROM **\$295** sq. yd. up to **\$1895** sq. yd.

ALL FIRST GRADE CARPET ALL TYPES...ALL COLORS

Anyone Giving Away Anything FREE? Check our Prices Before You Buy!

Johnson's FLOOR COVERING

8110 COLLINSVILLE ROAD, COLLINSVILLE, ILL.
"The big red building across from Grandpa's Discount Store"
1 1/2 Mi. West Of Fairmount Race Track On The Left.
HOURS: Mon.-Fri. 9 a.m. to 9 p.m.; Sat. 9 a.m. to 5:30 p.m. CLOSED SUNDAYS (618) 345-5696

Glik's Levi's

Straight Leg Denim Jeans

Sale \$19

Elsewhere \$30

This is your week to save on Levi's® straight leg jeans in dark blue denim. Choose from juniors Super Straight®, 505®, and Super Slim® jeans or misses Super Straight® and 505® jeans. All styles available in petites and regulars.

Bellemore
Open Weeknites til 9 p.m.
Saturday 9 a.m. to 6 p.m.
Sunday Noon to 4:30 p.m.

Sale good thru Sunday, October 27 at Glik's Ltd. in St. Clair Square and all Glik's locations



Quad-City News



Jema Marie Gonzales



Robert Pyo

Teenagers of Month are named

GRANITE CITY — Jema Marie Gonzales and Robert Pyo of Granite City High School have been named Teenagers of the Month by the Granite City Elks Lodge 1063.

Gonzales, 17, is the daughter of Mr. and Mrs. Orlando Gonzales of Quarters 1, St. Louis Area Support Center in Granite City, and is a senior at GCHS.

Pyo, 17, is the son of Mr. and Mrs. Henry Pyo of 3238 Westchester Drive in Granite City. He also is a senior.

The Teenager of the Month program is sponsored by the Elks Lodge to bring recognition to outstanding teens in the area.

Gonzales is a member of the National Honor Society and received a first-place award in the Illinois State University High School Summer Debate Workshop. As a member of the varsity debate team, she got a second-place Speaker Award at the Illinois State University High School Tournament and a fifth-place Speaker Award at the Southern Illinois University at Carbondale High School Tournament. She also placed second at the American Legion High School Oratorical Contest.

Gonzales is also on the varsity tennis team, the junior varsity softball team and is a member of the photography club. Other activities include president of the St. Louis Area Support Center Teen Club, chairman of the "Haunted House" fund-raising project for SLASC teens, junior achievement safety director, youth coordinator for all SLASC fund-raisers, church youth group and roles in church Christmas and Easter musical productions.

Pyo has been accepted to summer school at Harvard and received a merit award in the Stuart Hall Essay Contest. He is on the newspaper staff at the high school and is a member of the National Honor Society.

Pyo is also treasurer of the Computer Club, a Science Club member, a math tutor, a PSAT commended student and has participated in the Minority High School Student Research Apprentice Program at Washington University in St. Louis, in the cardiothoracic research laboratory.

Teenagers of the Month are selected by a panel of students and teachers in the high school. Multiple achievement, citizenship, scholarship and leadership form the basis for selection. The students are nominated monthly by classmates and teachers in the schools and then are screened by the teacher-student committee.

Eagle Express, Petty planning partnership

Jerry Todd, as president of Eagle Express Lines, a 48-state trucking firm with headquarters in Granite City, has signed an agreement with Richard Petty, famed NASCAR driver, to enter into a partnership on several business ventures.

The contract was signed in September with Petty Enterprises, which is owned by Richard Petty and his father.

Richard Petty, known as the "winningest" NASCAR grand national driver of all time, has won over \$5 million, a feat never before approached in professional motor sports.

Prices Good Thru Oct. 26, 1985



10W40
REG. PRICE..... EA. 99¢
SALE PRICE..... 12 PK. 7.68
LESS MFG. REBATE
ON 12 PACK..... 3.00

Cost After Rebate
on 12 Pack is 4.68 or
Details in Store

39¢ QT.



GRANDPA'S BRAND TRASH BAGS

- 80 TALL KITCHEN BAGS
- 60-26 GAL. TRASH & GRASS
- 40-33 GAL. LAWN LEAF BAGS
- 24-39 GAL. TRASH & GRASS

REG. PRICE..... 3.99
SALE PRICE..... 2.99
LESS MAIL
REBATE..... 1.00
COST AFTER REBATE

1.99



PORTABLE KEROSENE HEATER

Radiant 36™

9800 BTU WITH 1.3 GAL. TANK
OPERATES UP TO 25 HOURS
ON A SINGLE TANK OF FUEL



8700 BTU WITH 1.7 GAL. TANK CAPACITY
OPERATES UP TO 36 HOURS ON A SINGLE TANK

REG. 59.99

49.99

HALLOWEEN CANDY



MULTI-PACK
OUR REG. 1.69 EACH

3.49 PACK

JEWELRY - All Stores Except Ballwin



BLACK HILLS GOLD JEWELRY
50% OFF

3 COLORED OF GOLD IN GRAPE LEAF AND VINE DESIGN RINGS, EARRINGS, PENDANTS, BRACELETS, 10K & 14K GOLD NOT ALL STYLES AT EACH STORE

3.98

WOMEN'S OR TEENS JORDACHE WATCHES

COLOR CASES WITH MATCHING BANDS
5-FUNCTION LCD FEATURES: DAY, DATE, MONTH & RUNNING SECONDS

3.98

PUREX

147 OZ.
LAUNDRY DETERGENT

3.99

S.O.S. PADS

BOX OF 18
REG. 1.29

99¢

GRAN

Levi's



ORIGINAL LEVIS JEANS

STRAIGHT LEG OR BOOT CUT

14.88

MEN'S SUEDE SWEATER JACS



REG. 22.99

SUEDE LEATHER FRONTS WITH KNIT TRIM. SIZES S-XL

14.88

SAVE 35%

BOYS Keds

OVER THE CALF TUBE SOCKS

WHITE WITH BLUE TOPS

6-PACK

REG. 4.99

3.99

WOMEN'S ACRYLIC SLACKS

CHILL CUTTING BRUSHED ACRYLIC IN SIZES 8-18

REG. 6.99

4.99

WOMEN'S PLAID SKIRTS

A-LINE STYLE IN "WOOL-LOOK" POLYESTER PLAIDS

SIZE 10-18 REG. 6.99

SIZE 32-38 REG. 7.99

4.88

5.88

Frost King

POLY SHEETING

25" x 10'

For Storm Windows or Weatherproofing

REG. 4.99

2.99

McGREGOR

SWEATER VEST

MANY SOLID COLORS TO CHOOSE FROM SIZES S-XL

REG. 7.99

7.99

MENS FASHION SWEATSHIRTS

REG. 7.99

4.99

CAL JAC

MENS BASEBALL STYLE SATIN JACKET SIZES S-XL

REG. 21.99

15.99

SKATEBOARD

by NASH
Top Quality

REG. 29.99

29.99

MENS FLANNEL SHIRTS

• POLY COTTON BLEND
• 2 CHEST POCKETS
• SIZES S-XL

REG. 7.99

5.44

EFFERDENT

DENTURE CLEANSER

BOX OF 60

REG. 2.29

1.69

MITCHUI

DEODORANTS

• 1.5 OZ. ROLL-ON • 2 OZ. • 4 OZ. SPARY • 2 OZ. CR

REG. 2.63

1.79

YOUR CHOICE

REG. 2.63

1.79

• ARNOLD • BALLWIN • BRIDGETON • BELLEFONTA

HOURS: Mon.-Sat. 9:00 AM-9:30 PM Sunday 10:00 AM-5:00 PM

DPA'S



WEAR-EVER® 7 PC POLISHED COOKWARE SET

REG. PRICE.....29.99
SALE PRICE.....24.99
LESS MFG MAIL
REBATE.....5.00
COST AFTER
REBATE

19.99

Details
in Store



SAVE
32%

WOMEN'S CORDUROY BLAZERS

BEAUTIFULLY
TAILORED AND
FULLY LINED
FASHION COLORS

SIZES
8-18
REG. 24.99

16.99

FALL PURSES

BIG GROUP OFF SHOULDER,
HAND AND CLUTCH STYLES.
INCLUDES ROOMY COMPARTMENT
BAGS IN CANVAS & VINYL

25% OFF
REG. PRICE
REG. 5.99-12.99



Cannon ELECTRIC BLANKETS

CONTROL DUAL CONTROL
FULL REG. 42.99
QUEEN REG. 49.99

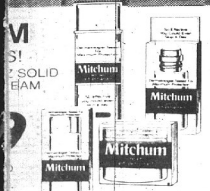
34.99
39.99



Shield BAR SOAP

Bath Size
2 Bars

69c
REG. 93c



LINE NEIGHBORS • SHREWSBURY • COLLINSVILLE

CORNING WARE®

Bowls, Trays, Saucepans
For Standard Cooking,
Microwave Cooking & Storage



- LITTLE SIZZLER MICROWAVE TRAY
- 3-QT COVERED CASSEROLE
- 10-IN. COVERED SKILLET
- TEA POT
- 12X15-IN. COUNTER SERVER
- 4-PC. BOWL SET (3 STYLES)
- 3-PC. CASSEROLE SET (3 STYLES TO CHOOSE FROM)

REG. 10.99-13.99

YOUR
CHOICE

8.99



CORNING WARE®

- 5 Qt. Covered Saucepan
- Double Broiler
- Microwave Browning Skillet

Reg 17.99-19.49

YOUR
CHOICE

12.99

CORNING WARE®

DINNERWARE

"NATURAL IMAGES"

16 PIECE
SET

REGULAR PRICE.....27.99
SALE PRICE.....21.99
LESS MFG. REBATE.....3.00
COST AFTER REBATE

18.99



Cost After Rebate
Details in Store



Rubbermaid® ROUGHNECK™ REFUSE CONTAINER 20 GALLON TRASH CAN

Tight Fitting Lid.
Heavy Wall Construction.
REGULAR PRICE.....11.99
SALE PRICE.....5.99
LESS MFG. REBATE.....1.00

Cost After Rebate **4.99**



Rubbermaid CATCH'N CARRY CLOTHES HAMPER

REG. PRICE.....8.99
SALE PRICE.....5.99
LESS MFG. REBATE.....2.00

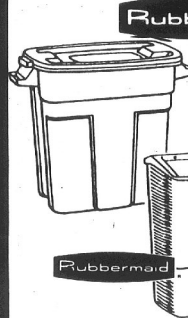
Cost After Rebate **3.99**



Rubbermaid LAUNDRY BASKET

REG. 4.99

2.99



Rubbermaid® ROUGHNECK JR. 8 Gallon Container or Self-Closing Waste Basket

REG. 6.79-6.99

4.99



Rubbermaid 3 PIECE MICROWAVE SET

- 9x13 Baking Pan
- Baking Sheet
- Roasting Rack

REGULAR PRICE.....16.99
SALE PRICE.....10.99
LESS MFG. REBATE.....2.00
Cost After Rebate

8.99

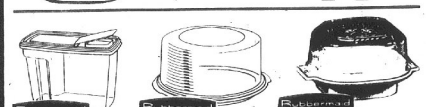


Rubbermaid 6 PIECE MICROWAVE SET

- 1 Qt. Casserole, 3 Qt. Casserole
- Roasting Pan with Cover
- Steamer/Cooker/Clear Cover
- Two Storage Covers

REG. PRICE.....22.99
SALE PRICE.....13.99
LESS MFG. REBATE.....2.00

COST AFTER REBATE **11.99**



REG. PRICE.....2.49
SALE PRICE.....1.99
LESS MFG. REBATE.....0.50
COST AFTER REBATE

1.99

REG. PRICE.....3.99
SALE PRICE.....2.99
LESS MFG. REBATE.....1.00
COST AFTER REBATE

3.99

REG. PRICE.....9.99
SALE PRICE.....6.99
LESS MFG. REBATE.....1.00
COST AFTER REBATE

5.99



REG. PRICE.....2.99
SALE PRICE.....1.99
LESS MFG. REBATE.....0.50
COST AFTER REBATE

1.99

REG. PRICE.....4.99
SALE PRICE.....2.99
LESS MFG. REBATE.....1.00
COST AFTER REBATE

2.99

REG. PRICE.....5.49
SALE PRICE.....3.99
LESS MFG. REBATE.....1.50
COST AFTER REBATE

3.99

Graduates mark diamond jubilee

Members of the 1925 January and June graduating classes of Granite City High School held their 60-year celebration at Sunset Hills Country Club, Edwardsville, Oct. 5.

The June class members were the first to enter the new high school building as freshmen in 1921 and the first to complete four years of high school classes there.

A social hour preceded a dinner and entertainment.

Walter Klein of Granite City served as master-of-ceremonies and offered the invocation. Margaret Rehagen of Granite City furnished music for songs written in the '20s, with the graduates participating in a sing-along. Prizes were won by Roy Barney, Byron Fossieck, Walter Klein, Roberta Feder, Mrs. Harold Mercer, Clara Huber, Mrs. Charles Polley and Mae Schukofke. A letter was read from Mrs. Emily (McReynolds) Davis of Sun City, Calif. She teaches porcelain art, and several of her paintings have been published in various art magazines. She is to be honored in November as "artist of the month" in Anaheim, Calif.

Class members attending included William Biel, Los Angeles; Byron Fossieck, Ballwin, Mo.; Mrs. Hobart (Naomi) Sherley, Hansen, San Diego; Mrs. Cecil (Maurine Robinson) Richardson, LaGrange, Ill.; and Mrs. Daniel (Irene DaMotte) Schores, Germantown, Tenn.

Other graduates attending included Roy Barney, Mrs. Roy (Roberta Eamery) Feder, Mrs. Homer (Clara Rice) Huber, Walter Klein, Charles Polley, Mrs. Charles (Helen Price) Polley, Mrs. John (Mae Krohne) Schukofke, Mrs. John (Emma Eamery) Steinberg, Mrs. Albert (Irma Genard) Taylor, Mrs. Fred (June Homan) VonGruenigen and Mildred Ward, all of Granite City.

Cancer films at AARP meeting

Granite City Chapter 1340 of the American Association of Retired Persons (AARP) met at the Granite City Township Building and were shown a film on colorectal cancer. A talk was given by Marshall Schroeder, representative of the American Cancer Society. Among other advice, he stressed regular medical checkups.

President Bernice Mercer presided and Secretary Cell Mance gave a report. Legislative Chairman Oscar Ash reviewed recent Senate sessions on raising the debt ceiling to \$2 trillion. He also discussed state and city issues.

Community Services Chairman Anne Pare reported St. Elizabeth Medical Center needs volunteers as floor workers and to transport patients; she suggested calling 798-32186 or 876-3223 for details.

The Retired Senior Volunteer Program is seeking teacher aides and office aides for certain schools, and craft aides at Colonial Haven Nursing Home.

Mrs. Pare discussed the Senior Companions Program, which enables older persons to help other older persons.

Special Events Chairman Irma Manning reported tickets for the Christmas dinner dance will be available Nov. 1. The group approved a \$200 donation to Church Women United to be used for Thanksgiving and Christmas baskets.

Nominating Chairman Harold Cain read a list of proposed officers. The election for 1986 will be held at the Nov. 13 meeting.

Refreshments were served to 250 and games were played following the meeting.

School merger panel will meet

The first meeting of the newly-created School Reorganization Committee is scheduled to be held at 7 p.m. Wednesday, Oct. 30, in the office of Madison County Regional Superintendent of Schools Harold "Gene" Briggs, 201 Hillsboro Ave., Edwardsville.

Advance notice will be given of future meetings. All meetings will be open to the public.

The committee consists of: Roxana District 1, Robert Campbell, East Alton; Triad District 2, Roland Ahmeyer, Marine; Venice District 3, Janet Wiley, 103 Carver Road; Livingston District 4, Bobette Pfeiffer; Highland District 5, Donald E. White; Edwardsville District 7, Bruce Brubaker; Bethalto District 8, Robert Mull.

Granite City District 9, George Moore Sr., 3813F Village Lane; Collinsville District 10, Trudi Monroe; Alton District 11, Sharon Sims, Godfrey; Madison District 12, Wade E. James, 109 Weaver St.; East Alton District 13, E. Alton Wood; River District 14 and Wood River District 15, James Clayton, East Alton; and Worden District 16, Richard Miller.

The panel will study the advantages and disadvantages of merging smaller districts.

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Entertainment

8A GRANITE CITY JOURNAL—October 23, 1985

'Marriage of Bette and Boo' to open 1985-86 Rep season

ST. LOUIS — Christopher Durang's "The Marriage of Bette and Boo," the play that swept the New York Obie Awards this season, will make its St. Louis premiere at The Repertory Theater of St. Louis. It runs in the Studio Theater from Oct. 25 through Nov. 10. Preview performances are scheduled for Oct. 23 and 24.

It is a black comedy about the antics of a peculiar family — Bette and Boo, their son, Matt, their two sets of parents and Bette's sisters, Emily and Margaret.

Matt narrates the play's 33 scenes in an attempt to make sense of the confusion that plagues his parents' marriage through their divorce to Bette's death.

The products of a strict Catholic upbringing and tightly-structured family unit, Matt's relatives suffer from a lack of individuality and inability to break away from their unhappy environments. Throughout the play, Bette nags Boo, who falls on and off the wagon. Holding out for a miracle, Bette continues to get pregnant and deliver stillborns, despite full knowledge of the incompatibility of her and Boo's blood groups.

Karl and Soot, Boo's father and mother, never communicate and Bette's religious sister is forever perched on the edge of breakdown.

The play originated this spring at the New York Shakespeare Festival and received 13 Obie Awards in 1985 for the entire cast, script and direction.

Frank Rich, critic for The New York Times, described the play as "...so speedy and chipper it could almost be mistaken for a Bob Fosse musical."

Edith Oliver of The New Yorker wrote, "Christopher Durang, the humorist and satirist, has rarely written anything funnier or more serious."

And Village Voice critic Julius Novick proclaimed the play "...an adornment to any season."

Durang also is the author of "Sister Mary Ignatius Explains It All For You" and "Beyond Therapy." Durang has just completed the screenplay for "Sister Mary," which won him an Obie Award and has enjoyed lengthy runs in New York, Los Angeles, London, Toronto, Dublin and San Francisco.

His other plays include Tony Award nominee "A History of the American Film" and "Das Lusitana Songspiel," which he co-authored and performed Off-Broadway with Sigourney Weaver.

A graduate of the Yale School of Drama, he collaborated with Albert Innaurato on "The Idiots of Karamazov" and with Wendy Wasserstein on a screenplay. Durang has completed a screenplay for Warner Brothers and was the first recipient of the Kenyon Festival Theater Playwriting Prize.

His collection of six plays, "Christopher Durang Explains It All for You," has been published by Avon. "Baby With the Bathwater," which premiered at Playwrights Horizons where Durang is an artistic board member, is now playing in Los Angeles and other regional theaters. Durang was co-writer for CBS television's "Comedy Zone."

In addition to her Oscar performance in "Cabaret," Minnelli starred in "Charlie Bubbles," "Tell Me That You Love Me, Junie," "Lucky Lady," "A Matter of Time," "New York, New York" and "Arthur."

In February 1984, Minnelli reunited with her Chicago co-star, Chita Rivera, in the new Kander and Ebb Broadway musical, "The

Liza Minnelli slated at Fox

Liza Minnelli comes to the Fox Theater Oct. 24 through 30.

Minnelli is the winner of three Tony Awards, an Oscar, a Golden Globe Award and an Emmy.

In 1965, at the age of 19, Minnelli became the youngest actress ever to win a Tony for a musical role for her Broadway debut in "Flora, the Red Menace." A special Tony was awarded Minnelli for breaking the box office record at the Winter Garden in 1973 for her one-woman show. In 1977, she returned to the Broadway stage in a starring role in the Fred Ebb-John Kander musical "The Act," for which she garnered her third Tony.

In 1972, Minnelli's television special, "Liza with a Z," received the Emmy for Most Outstanding Single Program — Variety and Popular Music. That same year, she was named Female Star of the Year by the National Association of Theater Owners.

Minnelli is the only woman to receive Las Vegas Entertainer of the Year honors for three consecutive years and the American Guild of Variety Artists "Entertainer of the Year" twice.

In 1980, "Goldie and Liza Together" teamed Minnelli with Goldie Hawn. This was followed by "Baryshnikov on Broadway," a one-hour salute to the American musical theater starring Baryshnikov and Minnelli.

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Liza Minnelli

Rink." The musical, which garnered Minnelli another Tony nomination (Best Actress in a Musical), is the story of a mother and daughter and their run-down amusement park roller rink.

Minnelli is the daughter of Judy Garland and Vincente Minnelli. She was born in Los Angeles and attended school in California, Switzerland and at the Sorbonne. She left school to tour in the leading roles in "The Diary of Anne Frank," "The Fantasticks," "Carnival," "The Pajama Game" and the off-Broadway debut in "Best Foot Forward."

Tickets may be purchased at the Fox box office located at 527 N. Grand Blvd., St. Louis; all Famous Barr and Dillard's Ticketmaster outlets; Regal Sports at 3131 Olive; and Team Togs and Tickets at Chesterfield Mall and Northwest Plaza. To order by telephone, persons may call 1-314-534-1111. Group discounts are available for groups of 20 or more by calling 1-314-534-1678.

'Little Shop of Horrors' to play the Rep Nov. 27-Dec. 27

David Chambers, producing director of The Repertory Theater of St. Louis (The Rep), has announced the inclusion of the Off-Broadway musical "Little Shop of Horrors" into the 1985-86 Mainstage season. The show will run from Nov. 27-Dec. 27.

"Journey to the Center of the Earth," originally scheduled for that time slot, will now play March 12-April 11.

"The change was made for two reasons," said Chambers. "We are anxious to bring the best in recent American musical theater to the Rep and have seized the opportunity to offer St. Louis the first regional theater production of 'Little Shop of Horrors.'"

"It is a total crowd pleaser," said Chambers. "A wonderful spoof of B-horror movies with a rollicking score, 'Little Shop' should delight audiences of all ages and will be a real treat at the holiday season."

"Secondly," added Chambers, "we feel that 'Journey to the Center of the Earth' is developing as possibly one of the most exciting events in recent American theater. We are convinced that the best way to serve our audience is to give this piece more time to evolve, rather than put it before the public prematurely."

"Journey to the center of the Earth," commissioned by The Rep for its Mainstage, is being developed by playwright Richard Nelson, set designer Ming Cho Lee and composer Richard Peaslee, all international theater talents and artistic associates of The Rep. Plans to reschedule for next season the previously announced "Bertha, the Sewing Machine Girl" are currently underway.

Chambers also announced that the "Wild Card Surprise," scheduled for Feb. 5-March 7, will be Clifford Odets' "Golden Boy."

"In the spirit of The Rep's tradition of presenting great American plays, we have selected 'Golden Boy,' which many consider Odets' masterpiece, to fill out the season," said Chambers. "We are delighted by the prospect of such a distinguished American classic drama on our Mainstage."

The story of a violin-playing prize fighter, the play was written originally for the Group Theater in 1937 and starred Luther Adler, Francis Farmer, Morris Carnovsky, Lee J. Cobb, Karl Malden and Ellis Kazan. The film version starred William Holden.

Symphony program includes Mozart's Symphony No. 33

Conductor Eugen Jochum makes his first appearance with the Saint Louis Symphony Orchestra since 1962 at 8:30 p.m. Saturday, Nov. 9, and at 3 p.m. Sunday, Nov. 10, at Foxwell Symphony Hall, 718 N. Grand, St. Louis.

Jochum will conduct Mozart's Symphony No. 33 and Bruckner's Symphony No. 9.

Tickets to these performances are priced from \$8 to \$26 each. A discounted rate of 25 percent off the regular ticket price is available to groups of 20 or more. Persons may call 1-314-533-2500, extension 293, for

group information; 1-314-534-1700 for regular or student ticket information.

A lecture on a topic relating to the program will be delivered by Peter Jackson, Ph.D., assistant conductor of the Saint Louis Symphony Orchestra one hour prior to the concert in the left orchestra section of the concert hall. No separate admission is required.

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Muny adds shows to line-up

The new Gershwin musical that has won three Tony Awards, "My One and Only," starring Tommy Tune and Lucie Arnaz, and the return of the Pulitzer Prize-winning musical, "How to Succeed in Business Without Really Trying," starring Donald O'Connor, have been added to The Muny's winter season of shows, it has been announced.

Both will be at the Fox Theater — "My One and Only," March 4 through 9, 1986, and "How to Succeed" Dec. 30 and 31 and Jan. 2-5, 1986. The latter show will replace the previously announced female version of "The Odd Couple."

"My One and Only" won 1983 Tony Awards for choreography (Tune and Thommie Walsh), outstanding actor in a musical (Tune) and featured actor in a musical (Honi Coles). Its story, set in the 1920s about a young aviator who falls in love with an acrobatic star, sets the scene for some of the most memorable music written by the late George and Ira Gershwin. Included are "Strike Up the Band," "S Wonderful," "He

Loves and She Loves," "Sweet and Low Down," "Punny Face," "How Long Has This Been Going On?" "Nice Work If You Can Get It" and the title song.

Tune and Arnaz are the co-stars of this national touring company of the show.

Beside "My One and Only," Tune is best known as the director/choreographer for such recent Broadway hits as "Nine" and "Best Little Whorehouse in Texas." He first attracted attention nationally as the choreographer and star of "Seesaw," a show he also starred in at The Muny in 1978. He made his Muny debut in 1969 as the choreographer and lead dancer in "State Fair."

Arnaz is best known to Muny audiences as the co-star with her husband, Lawrence Luckinbill, of "They're Playing Our Song" and "I Do! I Do!" She began her professional career on the "Here's Lucy" TV show of her mother, Lucille Ball. On Broadway she also starred in "They're Playing Our Song" and was cast opposite Neil Diamond and

Sir Laurence Olivier in "The Jazz Singer." She also toured with Tune several years ago in a national company of "Seesaw."

"How to Succeed in Business" is Abe Burroughs' satire on some of the less ethical procedures of big business. It won a Pulitzer Prize and a New York Drama Critics Circle Award. It is based on a book of the same name by Shepherd Mead, a former St. Louisan.

Frank Loesser wrote the music and lyrics, which include the hit song, "I Believe in You" and such show songs as "Grand Old Ivy" and "Brotherhood of Man." Its most recent presentation at The Muny was in 1981.

O'Connor, who will star as the business tycoon J.B. Biggley, began his career in vaudeville as an infant and starred in such movies as "Sing You Sinners," "Singing in the Rain" and "There's No Business Like Show Business." He was one of the earliest stars of television and has starred at The Muny twice in "Little Me" and "Sugar."

Haydn, Dvorak featured at chamber concert

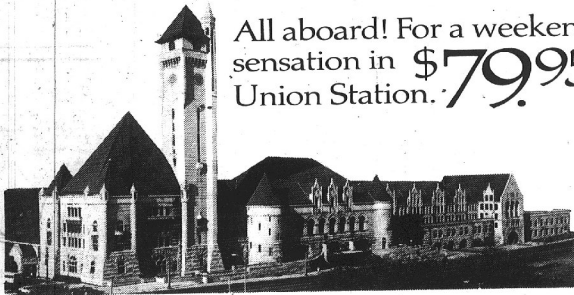
The St. Louis Symphony's next evening of chamber music, which features the music of Haydn and Dvorak, is set for 8 p.m. Monday, Nov. 4. All concerts in the Chamber Music St. Louis series are at Grace United Methodist Church, 6199

Waterman, St. Louis.

Featured on the program are Haydn's String Quartet in D minor and Dvorak's Trio in E minor, "Dumky." Completing the program are Trio for Clarinet, Violin and Piano by Khachaturian, Quartetto

for Four Bassoons by Schuman and Quartet for Four Bassoons and Harpsichord by Corvelli.

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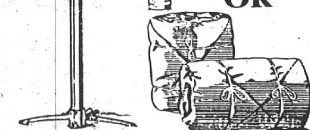
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Obituaries

10A GRANITE CITY JOURNAL—October 23, 1985

Hartigan would push for economic growth

By RACHEL NEWSOME

Attorney General Neil F. Hartigan (D), a candidate for governor, held a local press conference Monday afternoon to disclose his intended economic plans if elected governor of Illinois.

"We need a fresh start in economic development," he said. The other candidates, Gov. James Thompson (R) and former Senator Adlai Stevenson (D), "have held the state's highest offices for 10 years each. Under their direction, the state's economy has declined," Hartigan contended.

Hartigan said his approach differs substantially from that of Thompson. He said the governor's policy involves dependence on large corporations and big projects.

"We need to redirect our efforts to small businesses instead of following the governor's jackpot economics," Hartigan said.

"The key is to retain small businesses that are already established and to encourage those which haven't been established."

As governor, Hartigan would establish an Economic Development Council, including leaders from Illinois industry, small business, labor and local economic development, plus civic, agricultural and academic communities.

"The key is to retain small businesses that are already established and to encourage those which haven't been established." As governor, Hartigan would establish an Economic Development Council, including leaders from Illinois industry, small business, labor and local economic development, plus civic, agricultural and academic communities. The council's responsibilities would be to coordinate information about the economic status of the state and region; evaluate existing programs and design changes in them to achieve objectives in the most cost-effective way; identify industries and firms to be targeted for economic development; and formulate specific and measurable

economic development objectives. Hartigan, outlining his qualifications, said he is the only person running for the office of governor who has run any type of business (chief executive of real estate research and senior vice president of 1st National Bank in Chicago, responsible for the Western Hemisphere).

He said he was responsible for getting a signed contract confirming plans for the proposed Columbia-Waterloo airport in 1976. Thompson and Stevenson lost the chance to obtain a major international airport there, he asserted.

"The airport would have brought 32,000 jobs to this area, plus \$4 billion per year. It would have meant lifetime employment for people in the area and it would have had three times the impact that O'Hare Airport has had on Chicago."

School reform grants sought here

By DONNA KIMBRO

Staff writer

MADISON — Permission was granted Oct. 17 by the Madison School Board to seek an Alternative School Grant for funds made available under the Illinois Education Reform Act.

Richard L. Spillers, assistant superintendent of schools, said the grant request will be written on behalf of the Madison, Venice and Granite City districts and the funds would be used to aid the Alternative School program.

Special Education Region I was authorized to seek funding for an Early Childhood "high risk" program. Funds made available from the Reform Act would be used for children aged three, four and five who without early schooling would be likely to experience failure in school life.

Approval was also given to Mrs.

Tharon Bilheimer, Chapter 1 reading teacher at Harris School, to conduct a workshop for Chapter 1 parents Tuesday, Nov. 5, from 7 to 9 p.m. Purpose will be to show parents ways they can help their children at home with reading, she added.

Board members agreed to hire Connie Cahalan as a school social work intern for 120 days at a total contract cost of \$4,800. The funds will be refunded to the district by the state, Supt. John Falchert said.

The board agreed to send an informational notice on Ray's Syndrome to all parents. Thomas Rogers, custodian of Cub Pack 21, obtained permission for the pack to meet in the Harris School cafeteria on first and fourth Thursdays.

The board authorized the Madison band to attend a state meeting of the Illinois Grade School Music Association in Collinsville on Nov. 4, and Middle School and elementary

school bands to take part in an annual two-week chocolate bar sale starting Nov. 6.

The Madison Parents Club will sell gourmet spices and scented candles as a fund project to start Nov. 5.

During October the club will sponsor Halloween costume judging at the school and a Middle School haunted house. There will be lunch with Santa at Harris School in December, and a January taste (candy and white elephant) sale at Harris School and a book fair that month at Louis Baer School.

A book fair at the Middle School is set for February, a candy sale in March and the Harris School carnival in May.

The 25th anniversary of dedication of the new Harris School will be celebrated Tuesday, Nov. 12, with a reception at the school beginning at 7 p.m., according to David C. Becherer, principal.

Richard Foley

Richard Foley

Richard L. Foley, 69, of 447 Lincoln Ave., Venice, died at 9:56 a.m. Monday, Oct. 23, 1985, at Christian Hospital Northeast, St. Louis. He had been in the hospital five hours.

Born Feb. 18, 1916, in Venice, Mr. Foley was a lifelong resident of this area. He was of the Protestant faith. Mr. Foley retired from Granite City Steel in 1975 as a crane operator after 35 years of service.

He was preceded in death by a sister, Mary Virginia Slaby, and a brother, Thomas Foley.

Survivors include his wife, the former Grace M. Wilkinson; three sons, Richard T. and Roy B. Foley, both of Venice, and Robert H. Foley of Granite City; five daughters, Mrs. Thomas (Barbara) Salas of Venice, Mrs. Thomas (Judy) Ladd of Nashville, Tenn.; Mrs. Keith (Virginia) Biggs of Pontoon Beach and Mrs. James (Debbie) Blazier of Mrs. Lynn (Lisa) Gray, both of Fort Collins, Colo.; three sisters, Mrs. Guy (Dolores) Hill of Venice, Mrs. John (Jeri) Hill of Granite City and Mrs. Joseph (Ruth) Ochso of Edwardsville; 16 grandchildren and four great-grandchildren.

Visitation will begin at 2 p.m. today, Oct. 23, at Bob Thomas Memorial Mortuary, 2205 Pontoon Road, with services planned there at 4 p.m. Thursday, Oct. 24. The Rev. Henry Crippen officiating. Burial will be at St. John Cemetery, Granite City.

Memorials may be sent to the Heart Fund.

Rites conducted for Mitchell Aramowicz

The Rev. Robert Heintz read a 10 a.m. Mass on Monday, Oct. 21, at Sacred Heart Catholic Church for Mitchell Aramowicz, 68, of 3209 Harvard Place.

He died at 5:55 a.m. Saturday, Oct. 19, 1985, at St. Elizabeth Medical Center.

Mr. Aramowicz was a member of Steelworkers Local 1083 and had worked at American Steel Foundries for more than 25 years.

Burial was at St. Adalbert Cemetery, Fairview Heights. Visitation took place Sunday at Irwin Chapel for Funerals, 2801 Madison Ave., where the Rosary was recited at 4 p.m.

Louis Joyner killed in crash

Louis K. Joyner, 52, of Edwardsville, formerly of Granite City, was killed in a two-vehicle collision during fog at 7:35 a.m. Tuesday, Oct. 22, at Illinois Route 162 and Lake Drive.

Authorities said Mr. Joyner was driving a van which collided with a dump truck. He was pronounced dead upon arrival by ambulance at St. Elizabeth Medical Center.

Mr. Joyner lived in Granite City for many years before moving to Edwardsville two years ago. A daughter lives in Granite City.

Girl Scout cookie sale in progress

Quad-City Girl Scouts began taking orders for the annual cookie sale on Oct. 18 and it will continue through Oct. 28.

The cost of each box is \$2 and this year the choices include old-fashioned shortbread Trefoils, peanut butter-filled Do-Si-Dos, Thin Mints, Tag-a-Longs, Chocolate Chunks, Peanut Shortcuts and coconut Samos.

There are 10,000 Girl Scout members in the River Bluffs Council that includes the counties of Madison, St. Clair, Monroe, Jersey and Calhoun and townships in Clinton, Macoupin and Randolph counties.

Orders will be delivered on Nov. 11 and 12.

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Homburgs and tuxedos

AMONG MEMBERS of Southern Illinois University's Marching band, which will wind up its home season at the Homecoming football game Oct. 19, are (from left) John Gerdes of Collinsville, Kim Moore of Edwardsville, Jennifer Gerdes of Collinsville, J. David Straub of Staunton, Janette Gerdes of Collinsville, John M. Kirkpatrick of 213 Wilson Park Lane, Granite City, Michele Riggs of Highland and Ron Spaeth of East Alton. The band will play at the Cardinals-Bears football game Oct. 27 in St. Louis.

(SIUE photo by Karl Dukstein)

Math-science academy set to open

A board of trustees was chosen in late October for the newly-created Illinois Mathematics and Science Academy.

"Illinois is a state blessed with creative and gifted students whose talents are the bright hope of our future. If they are to grow to their full potential, their talents must be nurtured and refined; their minds must be challenged to reach out and examine the unknown," Gov. James R. Thompson commented.

"This is the object and goal of the academy. It was a promise made in the Better Schools Program. If we are to compete in a technological society with other nations that already have intensive math and science training, we must concentrate our efforts on preparing our students."

EIGHT OF THE 17 board members are appointed by the governor, with a chairman to be chosen by the board. They are:

Barbara Schaubach, Carbondale Community High School mathematics teacher.

John McFadden Jr., Oswego, president and part owner, Wayne Circuits Inc., Yorkville.

James Pearson, Aurora, president and chief executive officer, Aurora Industries, Montgomery.

Shela Griffin, St. Charles, marketing executive, Motorola Inc., Schaumburg.

Dr. Anthony Sadowski, Naperville, vice president of research, Nalco Chemical Co.

DR. WALTER MASSEY, Chicago, vice president for research, Argonne National Laboratory, University of Chicago.

Dr. Leon Lederman, Batavia, director, Fermilab, Batavia.

John Marion, Aurora, journeyman electrician and Electrical Workers

Local 461 financial secretary, business manager and apprentice training director.

Three representatives of secondary education were appointed to the board by the State Education Supt. Ted Sanders: Dr. Stephanie Marshall, superintendent of schools, Batavia; Jesus Sosa, principal, Clemente High School, Chicago; and Elsie Scott, chemistry teacher, Mattoon High School.

TWO MEMBERS were appointed by Richard Wagner, executive director of the Illinois Board of Higher Education. They are Dr. Martin G. Alegg, president, Bradley University, Peoria, and Dr. Dennis Gooler, dean, college of education, Northern Illinois University, DeKalb.

Serving as ex officio, non-voting members will be Sanders, Wagner, David Pierce, executive director of the Illinois Community College Board, and Gary Jewel, superintendent of schools in Aurora, where the academy is to be located.

The appointments, effective immediately, require Senate confirmation. Trustees will receive expenses only.

THE LOCATION will be the West Aurora High School North Campus. It was built in 1977 and was closed in 1981 due to declining enrollment.

Laboratories such as Amoco Research, Nalco Chemical, Fermilab, Bell Telephone and Northern Illinois Gas are in close proximity to the site.

At the three-year residential public school, students will work at an accelerated pace from the 10th through 12th grades. In addition to a uniquely challenging education in mathematics and science, the academy will offer a superior program in English, foreign languages,

social studies and the humanities.

GRADUATES WILL qualify for entrance into college at the sophomore level.

It eventually will accommodate 800 students. The first class is to enter the academy in the fall of 1987, with an additional class to start in each of the following two years. Admission will be determined by competitive examination.

Drive to reduce infant mortality

The state on Oct. 15 outlined a \$12.5 million coordinated plan to reduce infant mortality in Illinois and to reach national infant mortality goals within the next four years.

As part of the Infant Mortality Reduction Initiative, the Department of Public Health will target \$1.5 million in new dollars from its fiscal year 1986 budget for the program and the Department of Public Aid will provide \$4.5 million in Aid to Families with Dependent Children (AFDC) coverage for childless pregnant women.

Gov. James Thompson said he will seek an appropriation of \$6.5 million from the General Assembly during the fall veto session.

TOTAL COST of the initiative is projected as \$46.8 million for fiscal 1986 and 1987.

Thompson said, "The plan concentrates on areas of highest need. It includes both prevention and direct intervention services. And most importantly, it is well coordinated. This initiative addresses the many problems associated with infant mortality in one comprehensive plan, rather than fragmenting the approach by attacking each element with individual program resources."

"We have experienced much success by forming partnerships on the state, federal and local levels, draw-

ing on the resources and talents of both private organizations and government."

"THE RATE DROPPED in Illinois from 14.8 per 1,000 live births in 1980 to 12.0 in 1984, a decline in deaths of 18 percent. With continued support, I believe we can reach the national health objective of 9 by '90 — no more than nine deaths per 1,000 live births by 1990," he said.

The proposed FY 86 initiative consists of a nutrition program, expansion of the Parents Too Soon program, family planning services, services to help low birth-weight babies, AFDC for childless pregnant women, substance abuse programs for pregnant women, and additional outreach and follow-up services to clients.

Objectives include:

- Reducing infant mortality by using both medical and nonmedical intervention services, including family planning, nutrition counsel-

ing, follow-up nursing services for high-risk infants, and drug abuse treatment and prevention.

EXPANDING Parents Too Soon and establishing a state Women, Infants and Children (WIC) program, increasing public funding for prenatal care services; and developing regionalized perinatal care networks.

Coordinating community-based services, perinatal centers and services into community networks.

Targeting areas of greatest need for initial implementation — 10 community areas in Chicago, three in suburban Cook County and five Downstate areas.

DEVELOPING more effective communication among doctors, hospitals and perinatal care centers to provide better-coordinated services to mothers-to-be and infants at risk.

And establishing new health goals, including "9 by '90."

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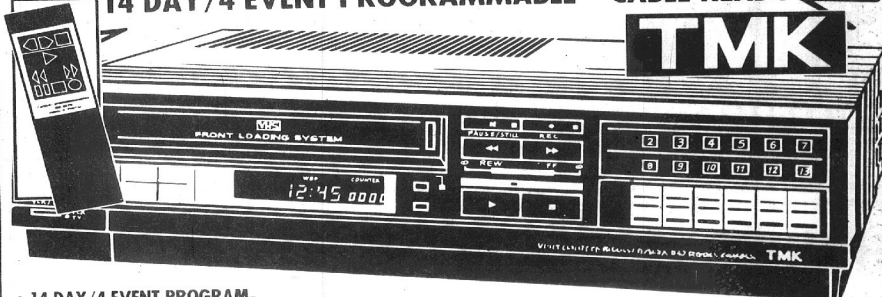
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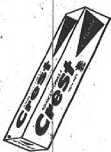
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Fall 1985 Car Care

Severe driving demands extra protection

Winter's rain, ice, snow, slush, bitter cold and every other nasty element in the arsenal combine to create the most unforgiving conditions any driver, new or experienced, can face during the course of a year.

With that cheery thought in mind, here's the first tip every driver should remember about driving on winter's bad days. Don't do it unless it's absolutely necessary.

The second tip is this: Watch out for all those other drivers who — like you — decided to ignore the first tip.

Naturally, it isn't practical to avoid driving very often during four or five months every year. There are too many things to do, places to go and people to see. Life has to go on — despite the challenges hurled in every frigid gust of winter wind.

According to *New Driver* magazine, there are three different areas in which you can prepare for winter driving: getting your car in condition, becoming aware of potential winter-related driving hazards and learning the necessary driving skills. Let's get the car in shape first, they suggest.

Checkpoints

If you live in an area of the country where winter temperatures drop to freezing or below, it's important to check several of your car's systems to make sure they can operate efficiently in a low-temperature environment. Proper winterizing can not only save you an inconvenient breakdown, but also can extend the useful life of some components.

Engine oil. Engine designers point out that most engine wear occurs during the first few seconds after a cold start-up, before crankcase oil — thickened by the cold — can circulate in the bearings and on the cylinder walls. A good multigrade oil with a rating of 10W-40 can help cold starts by circulating in the engine more quickly. The 10W rating applies at 0°F and the 40 rating is at 210°F — the normal engine-operating temperature. In addition, some synthetic oils on the market offer a 5W low-temperature rating for better cold-weather starts.

Two more points about engine oil and winter. First, an oil change every 2,000 or so miles, or according to the manufacturer's recommendations, is called for. Second, contrary to popular opinion, cold weather doesn't mean an extended warm-up period is required before you can drive your car. Once the engine has started, watch the oil-pressure gauge or warning light. When it signals that oil pressure is at operating levels, drive away. In most cars, this shouldn't take more than 30 seconds — even in the coldest weather.

Cooling system. Chances are, unless you have had an overheating problem or added water during the year — your antifreeze from last year is a potent mixture of rust and acids that's probably eating away at cooling-system components. Because rust inhibitors in antifreeze break down after a year or so, the antifreeze should be changed every year (except for new cars).

Many people figure that if the manufacturer recommends a 50/50 mix of antifreeze and water, eliminating the water will be even better. They're wrong. The rust inhibitors in antifreeze need water to be activated; and antifreeze will not transfer heat and protect against freezing as well by itself as in a mixture.

Other areas of the cooling system to check: the radiator cap and hoses, fan belts, and heater valve.

Electrical system. Low temperatures are devastating to the electrical system and to the storage battery in particular. A battery that starts in warm weather may not start the engine in cold weather. That's because it takes more energy to start in colder temperatures. Before winter starts, check your battery. Clean terminals and clamps will help conduct current better than dirty or corroded ones.

Other electrical-system components also should be in good operating shape for the engine to function in cold weather. These include the spark plugs, distributor cap and wiring, starter and solenoid, battery cables, and voltage regulator.

Fuel system. Problems with the fuel

system in winter generally are centered around the carburetor and its automatic choke. If everything is functioning properly, pushing the gas pedal to the floor once and releasing it should set the choke, and a second push and release should pump in a little extra gas for extremely cold starts. Extra pumping will probably accomplish nothing other than to flood the engine. A spray-type carburetor cleaner can remove gum and varnish around the choke mechanism to allow it to operate freely.

Does the idle fuel mixture have to be modified for cold-weather operation?

No. Never crank an engine for more than 10 to 15 seconds without stopping for at least the same amount of time. Listen to the sound of the starter as well. At the first hint of slower cranking speed, shut the engine down and look for other problems.

Tires. Regardless of whether your car is equipped with bias-belted tires, radial tires, mud-and-snow tires or SR-rated pure snow tires, the tire must have enough tread left on it to do an adequate job of providing traction on snow and ice. If the top of Lincoln's head shows when a penny is inserted into the tread, replace the tires; if his forehead shows clearly, think about replacing them. Check the tire over for cuts, bulges and uneven tread wear.

Correct tire inflation is important for keeping the tread open and able to bite into whatever surface it encounters. It also helps improve traction in snow by increasing the amount of weight per square inch that's in contact with the road.

Winter equipment. For winter driving, add these items to your safety kit: reflective vest, warm gloves, spare fuses, a hoe or shovel with a short handle, boots, candles and matches, a can opener, a can of soup, a metal container for melting snow into drinking water, an extra car blanket, and a couple of small bags filled with sand. If nothing else, the weight of the kit should provide added traction.

Hazard awareness

Few drivers seem to understand the need for clear visibility during the winter. Thanks to the laws of physics, a car in motion on slippery surfaces will tend to stay in motion — unless the driver has planned well in advance to stop it. That's where visibility comes in.

Cleaning the windshield — or even the rest of the car windows — isn't enough. In addition to being able to see other drivers, you have to make yourself visible to them. That means cleaning snow off the headlights (which also lets you see ahead more easily), taillights and running lights. It also means cleaning snow off the body of the car and especially those shiny, reflective bumpers. Snow, fog and rain can reduce visibility remarkably. It makes sense, then, to do whatever you can to increase your outward vision and to make other drivers aware of your car's position. Use your lights; if need be, use your horn. Use your eyes; if need be, use your ears. You want to see and be seen.



MINNEAPOLIS STAR AND TRIBUNE

FOLLOW THE LEADER . . . (and hope he doesn't stall out.) Worse yet, hope it isn't your car that conks out. You won't get much pity in a situation like this, especially if the other motorists suspect that your own neglect was the cause. Pre-winter preventive maintenance is the "ounce of prevention" that can be worth a pound of cure.

The Big three for quick winter starts

On a cold winter morning, no sound is more pleasant than a car engine that starts at the first turn of the key. Motorists whose cars are unprepared are easily identified by the telltale open hoods or the incessantly whining starter motors.

So observes John D. Fobian, director of AAA's Automotive Engineering Department, and he goes on to offer the following advice to keep you in the "hood down" category this winter:

You can stay on the go this winter by paying special attention to three systems — battery, ignition and engine lubrication. Your car will start best when all three systems are properly maintained.

The battery generates the power to rotate the engine until the ignition system can keep it running. The most important thing to check is the battery's water level. Sealed, "maintenance-free" batteries must be replaced when the built-in indicator shows insufficient water levels.

Batteries do not recharge as quickly in cold weather as in warm weather. It's a good idea to have your battery tested to see if it's delivering its rated power under load. The battery connections should also be cleaned of corrosion and oxidation to help ensure efficient delivery of the battery's power.

Battery manufacturers would have you believe that a good battery is all you need for fast starts. That's not true. An efficient ignition system allows the car to start quickly in cold weather, minimizing the drain on the battery.

New plugs for peak starting

Electronic ignition systems, found in most cars now on the road, need little maintenance. A new set of spark plugs normally will restore peak starting performance. Spark plug wires should be

clean and undamaged but do not necessarily need to be replaced each time the plugs are changed. If your ignition system has been neglected, the ignition rotor should be inspected for excessive wear.

The battery and ignition systems are important, but engine lubrication can determine whether or not a car starts — particularly on days when the temperature drops below zero degrees Fahrenheit.

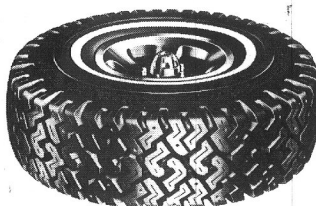
Most engines need thinner oil in extremely cold weather. Thinner oil allows the starter to rotate the engine faster, using less battery power.

Using the same oil, SAE/10W-40 for example, year-round may be convenient; but in extremely cold weather, cars with gasoline engines will start more easily with SAE/5W-30 motor oil. If 5W-30 is hard to find in your area, 10W-30 is better than 10W-40. Owners of diesel engine cars should check their owner's manual to determine the best cold-weather motor oil.

All three systems — battery, ignition and engine oil — should be checked and prepared for winter before Jack Frost comes nipping. If one system does not have to compensate for the shortcomings of another, your car should give you heartwarming fast starts day after day.

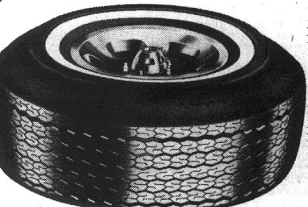
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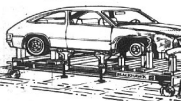
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Clearing the air about those emission systems

The American people have had their level of consciousness of the environment raised in recent years. They now accept a certain amount of inconvenience and even added cost in the interest of cleaner air.

Ordinary gasoline engines discharge pollutants into the air. By incorporating control systems in the engine design, the discharge of these pollutants is drastically reduced. The exhaust emission systems effect a more complete combustion of fuel. In addition, crankcase vapors and gasoline vapors are returned to the engine combustion chambers to minimize emissions.

Most motorists are aware that their cars are laden with emissions hardware, and they suspect that these things need some form of maintenance. Many of them are inclined to blame paraphernalia for hindering their car's performance. Still, they find it difficult — even embarrassing — to talk it over with an auto mechanic.

The intimidating names of the various emission systems deter effective communication on the subject. A person may be able to pronounce them, but understanding them is something else. And working them into an intelligent explanation of what seems to be wrong with the car isn't as easy as saying that the brakes are squealing.

The car manufacturers continue to do their best to overcome the problem. Their explanatory efforts usually appear in the pages of the owner's manual. Readers of this paper are invited to take a deep breath and read the information reprinted below. The reward for doing so and thus understanding and better maintaining emissions systems is that every breath thereafter will be of cleaner, more healthful air.

Positive Crankcase Ventilation (PCV) System. The PCV system works by drawing in air and mixing it with the hydrocarbons and unburned fuel that have escaped past the pistons. This mixture is then fed into the combustion chamber where it is burned during the normal combustion process. Thus, instead of being emitted into the air, these crankcase vapors are brought back into the system and burned.

Evaporative Emissions Control System. This system controls gasoline vapors that would otherwise evaporate into the atmosphere from both the fuel tank and carburetor. The evaporative emissions control system reduces the amount of this evaporation by means of a closed fuel system. A canister containing activated carbon is connected to the fuel tank by means of a fuel tank delivery line. When the engine is not running, the canister traps and stores evaporated gasoline. When the engine is running, the trapped gasoline vapor is drawn into the engine.

Speak 'Automobilese'?

Since most people rarely use words like "alternator" or "master cylinder" in everyday conversation, this language, or "automobilese," can be intimidating for many consumers when it comes time to take the car in for repairs. To make communicating with your mechanic easier, Automotive Information Council (AIC) has compiled a list of a few automotive parts and their function in the automobile.

Alternator — A belt-driven generator on the engine which produces AC current which is converted to DC current to charge the car's battery.

Distributor — A mechanical device containing the breaker points that distribute high-voltage electricity to the proper spark plug at the proper time.

Drum Brake — A brake design in which a component much like an open-

where it is burned during the combustion process.

Exhaust Gas Recirculation (EGR) System. This system works to reduce exhaust emission, particularly oxides of nitrogen. The EGR system works by introducing a measured amount of exhaust gas into the fuel-air mixture that is being inducted into the combustion chamber. This small amount of exhaust gas causes the combustion temperature to be reduced enough so that oxides of nitrogen levels are significantly reduced.

Catalytic Converter (If So Equipped). The catalytic converter, which looks like a small stainless steel coated muffler, has a ceramic honeycomb-like core or ceramic pellets coated with platinum and palladium. These precious metals stimulate a chemical reaction that assists in converting carbon monoxide and hydrocarbons into carbon dioxide and water vapor.

Inlet Air Temperature Regulation. This device, which is part of the air cleaner, keeps the temperature of the air entering the carburetor at or below 100 degrees Fahrenheit whenever sufficient heated or cool air is available. By keeping the air at a constant, moderately high temperature, cold driveways and engine warm-up is improved and carburetor icing is minimized.

Air Injection System. This exhaust control system reduces the hydrocarbon and carbon monoxide content of exhaust gases by continuing the oxidation of unburned gases after they leave the combustion chamber. This is achieved by using an air pump to inject fresh air into the hot exhaust stream or into the catalytic converter. The fresh air mixes with the hot exhaust gases and promotes further oxidation (burning) of both the hydrocarbons and carbon monoxide, thereby reducing their concentration and converting some of them into harmless carbon dioxide and water.

Maintenance is Important. For the emission control system to do its job, fuel and ignition systems must be kept in top condition. For example, a clogged air filter restricts the flow of air and increases the output of carbon monoxide. Misfiring caused by inoperative spark plugs or a damaged ignition component, among other things, can increase exhaust pollution and hinders performance. And if these cars increase fuel consumption, your primary concern is to maintain your vehicle at reasonable intervals, depending on your type of driving. If you drive less than 10 miles per trip (national average is under that), you may fall into the severe service category. Car manufacturers may specify shorter service intervals on oil, oil filters, air cleaners and spark plugs. Your service technician can help you determine reasonable service intervals.

Disc Brake — A braking system used mainly on the front wheels of cars. Braking force is applied by two friction pads that are squeezed against a rotating disc by a caliper.

Master Cylinder — A piston and cylinder assembly of the brake system that is filled with brake fluid. As the car's brake pedal is depressed, hydraulic pressure is developed in the master cylinder and this force is transmitted to the individual wheel cylinders and/or calipers.

Choke — A plate near the top of the carburetor that enriches the air-fuel mixture by restricting air flow to the engine.

end drum is attached to the wheel. Brake shoes are forced against the inner surface of the drum to provide braking action.

Brake Shoe — A semi-circular metal plate located within a drum brake. It is lined with a high-friction material called a brake lining.

When the engine is running, the trapped gasoline vapor is drawn into the engine.

Cooling system must be good

An engine creates heat up to 5,000 degrees Fahrenheit, says Car Care Council. Hot enough to melt the engine! But the cooling system keeps it running at 200 degrees, summer or winter, above the boiling point of water. The antifreeze coolant in the pressurized cooling system raises the boiling point to 264 degrees. That's why you should be mighty careful

when removing the radiator pressure cap if your car overheats. You could get scalded with a geyser of steam in your face. Let it cool first, and protect yourself with a wad of rags. Circulating all that superheated coolant under pressure demands a good, tight cooling system. Have you had yours checked lately?

Vacuum hoses are trouble

Poor engine performance, resulting from a vacuum hose problem, is a growing headache for service technicians, Anco hose and tubing experts say.

The use of more hoses on each engine and higher underhood temperatures combine to escalate the problem.

"Those innocent, small-diameter hoses can cause all kinds of drivability and starting problems. They can be kinked, pinched, split, cracked or plugged, shake loose from the connection or get connected to the wrong vacuum source," Larry Koles, manager of technical programs for Anco, explained.

"Not too many years ago, engines needed only one or two vacuum hoses — one running to the distributor vacuum advance and the other to the vacuum motor for the heated air duct door. But as engines refined ignition and fuel control systems, and numerous emission controls became mandatory, an absolute maze of vacuum hoses was added," he said.

Ten or more vacuum hoses, all doing a vital job, are not uncommon on today's modern engines, and some carburetors have as many as seven or more vacuum taps.

Fuel economy affected

An Anco dynamometer test project concluded that vacuum hose deterioration resulting in cracks or breaks can cause substantial losses in fuel economy. The location of the leak is a major factor in the severity of the mpg loss, Mr. Koles said. One of the most critical leaks in terms of fuel economy can occur in the spark control circuit, which may also result in the loss of spark advance.

The high underhood temperatures in the compact engine compartments of cars of the 1980s can increase the deterioration rate of hoses and eventually cause leaks. The Anco service expert explained. Heat dries the hoses and causes them to become brittle, and therefore susceptible to splitting. Extreme changes in temperature, engine oil fumes and ozone also lead to premature deterioration.

Anco testing has confirmed that as many as 14 major engine operating problems can develop from deterioration of vacuum hoses. However, all of the conditions may also be caused by other malfunctions in the ignition system or with the electronic and emission controls.

Experience shows that many drivability "symptoms" could be "cured" if more attention were given to periodic servicing and replacement of various vacuum hoses, Mr. Koles said.

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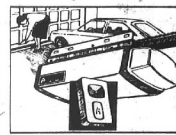
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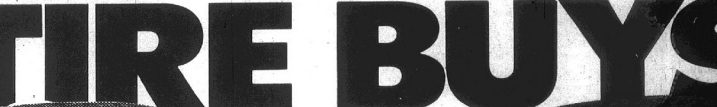
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It all prevention, survival

stalled car can get you into trouble. National Safety Council, in an issue of its *Family Safety* magazine, suggests some ways to avoid stalling and the dangers that go with it.

Most people who drive are used to sitting in their cars, starting up and going off carefree. After all, that's the way cars are supposed to work. But now, when cars refuse to start, or they stall away through a trip.

Experience is always frustrating. And repair bills can make it expensive in some circumstances—especially in winter—a stalled car is a threat to safety. But by being prepared and taking precautions, you can keep a bad situation from getting worse.

Perhaps the most important precaution you can take against stalling is to your car properly maintained. Be cold weather sets in, you should make sure your car is tuned up, has the weight oil for your region and has plenty of charge. Also you should keep your gas tank nearly full.

Water can condense in the area of your tank and dilute the fuel, making your car more likely to stall.

In spite of proper maintenance, your car on the road, your first concern should be to get it out of the road. If possible, get your car to the side of the road away from traffic. Turn on your four-wheel flashers and your interior lights as if it's dark outside.

For this reason, you should always protect your eyes when you attempt to jump-start a car. It's a good idea to keep safety

goggles in your car so you will have them. To jump-start a car safely, park the cars so they aren't touching to avoid setting off a spark. Don't allow anyone nearby to handle the car. Resist the temptation to illuminate the scene with a match or lighter.

Clamp one jumper cable to the positive terminal of the dead battery. Attach the other end of that cable to the positive terminal of the good battery. Clamp one end of the second cable to the negative terminal of the dead battery. Then make the final connection on the stalled car's engine block, away from the battery—never on the battery itself. This is to avoid causing a spark near the battery. Start the car with the good battery; then start the stalled car. Remove the jumper cables in the reverse order of how you connected them.

Don't take off your safety goggles until you have removed all cables and closed both cars' hoods.

Survival
During winter, it's possible that you could stall or get stuck in snow far from any town. If this happens, you must stay calm to keep an inconvenient situation from becoming a fatal one.

Too many people, who find themselves stranded, panic and immediately begin walking back to town, only to die of exposure and water and three weeks without food, but severe cold can kill within hours.

Improve your weather your best bet is to sit with your car and wait for help to come along.

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Improve your weather your best bet is to sit with your car and wait for help to come along.

Again, being prepared will increase your chances of surviving. An emergency kit containing a shovel, two wool blankets, a can of coffee, a candle and two plastic garbage bags can help you survive several days of being stranded in severe weather.

The shovel will help you free your car if you're stuck in snow.

You can use the coffee can and candle to melt the snow into drinking water. You can also light the candle and place it inside the can (open end up) to warm your hands and feet.

Two blankets can keep up to four people warm if they huddle together. The garbage bags add another layer of insulation and will protect you from the wind if you must step outside the car. Poke a hole in one corner for your head and slip the bag over your body. If your engine will run, turn on the car and heater occasionally. But don't run it too often or too long—you may be risking carbon monoxide poisoning.

You may also want to put a few extras in your emergency kit, such as a flashlight and some nonperishable food. One thing that should definitely not be in your kit is alcohol. Although drinking alcohol may make you feel warmer, it actually robs you of body heat, allowing deadly hypothermia to set in faster.

Of course, it's unlikely you'll ever be in a situation this desperate. But the chances of getting through emergency situations smoothly are best when you prepare for the worst.



TUNE-UP TEAMWORK—A perceptive car owner who is able to describe her car's symptoms accurately and a competent automotive technician who can explain what they mean and what it takes to rectify the matter comprise an unbeatable team in the reading of a vehicle for the rigors of wintertime driving.

Seeping the exhaust hazard

While automobile engines are running cleaner and exhaust emissions have been reduced significantly, one unseen killer around every running engine is carbon monoxide, warns Car Care Council.

Often a driving danger that is easily overlooked, carbon monoxide is an odorless, colorless gas that can kill an unsuspecting motorist in an idling car or closed garage in a matter of minutes if the fumes aren't ventilated properly.

Car Care Council advises motorists that a safety checkup should include an inspection of the exhaust system for leaks and the floor for holes. If your exhaust system leaks, replace it. If the floor has rusted through and there are holes, repair it.

An idling car can also be a killer. Never leave the car running in a closed area where the exhaust fumes can't escape. If you must sit in a parked car that is idling, always crack the window open to ensure a fresh air supply.

Methods to test your car's shocks

There are a couple of easy methods to determine if your car's shocks are going bad.

The first is noticing how the car reacts as you drive over a stretch of bumpy road. If the car seems to keep bouncing back and forth, even after the road becomes smooth, you can be pretty sure one or more of the shock absorbers has gone bad.

The second, more positive, method

involves a simple procedure. Take your car to a level area, park it and set the brakes. Then get out of the car and place your foot on the corner of one of the bumpers, with your hands on the car's body, and push down firmly. The car should bounce once and come to rest. If it continues bouncing, then you can be sure the shock absorber on that wheel is bad.

CK AND RE-CLOSE—Brake fluid absorbs moisture from the air, can corrode the system's parts. So don't leave the master cylinder any longer than necessary.

Check the brake fluid master cylinder

Once a month, the fluid level in the master cylinder should be checked, according to *Car Care News*. The publisher recommends the following procedure:

1. Park the car on a level surface.
2. Clean off the master cylinder cover and remove. Some covers are retained bolt. Some of the newer master cylinders with plastic reservoirs have caps. Remove the cap, being careful not to drop or tear the rubber diaphragm which will probably be under.
3. Also be careful not to drip any fluid on painted surfaces, as it eats paint.
4. If the brake fluid is constantly low, the system should be checked for leaks. However, it is normal for the fluid level to fall gradually as the disc brake pads wear; expect the fluid level to drop about 1/4 inch for every 10,000 miles.

Never leave the master cylinder or the brake fluid container uncovered for any longer than necessary.

1. The fluid level should be about 1/4 inch below the lip of the master cylinder well.

2. If fluid addition is necessary, use only extra-heavy-duty disc brake fluid meeting DOT 3 or DOT 4 specifications. The fluid should be reasonably fresh because brake fluid deteriorates with age.

3. Replace the cover, making sure the diaphragm is correctly seated.

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Add catalytic converter to fall inspection

Your car has survived another summer; but as it drives into fall, its exhaust parts should be checked for possible failure—especially the car's catalytic converter, which may have suffered during those busy vacation months.

Catalytic converters are designed to oxidize and reduce harmful pollutants in engine exhaust through the use of ceramic beads or a ceramic honeycomb coated with rare metals. A properly functioning converter will have little, if any, effect on performance, but one that is clogged can cause hard-to-diagnose drivability problems.

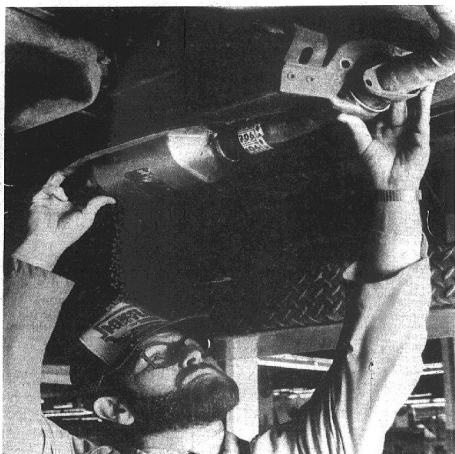
According to experts at Walker Manufacturing Company, you could save yourself significant repair bills if you take precautions and are careful to detect the early signs of catalytic converter and exhaust system failure.

Most converter failures are caused by engine malfunctions. An improperly tuned engine, bad ignition timing or fouled spark plugs can cause the converter to be fed with an over-rich fuel-air mixture. Rich mixtures (too much fuel) create excessively high temperatures that can cause substrate meltdown and plugging. Plugging can lead to a loss of engine power, overheating and possible engine damage.

Unusual symptoms

Your converter may be clogged if you notice any of the following symptoms. In these cases, the power will be good at first, then taper off. This loss of power may be accompanied by a roar from the area of the converter. There also may be a spongy feel to the gas pedal. On vacuum-modulated transmissions, the loss of manifold vacuum caused by the restriction may result in a sudden, unexplained downshift.

Have your service dealer check out



LOOKIN' GOOD? — Checking for early signs of catalytic converter failure can save possible engine damage and expensive repairs.

these trouble spots before they become major problems, say the engineers at Walker. If parts of your exhaust system

need replacement, your dealer can recommend the best system for your car's engine efficiency and fuel economy.

Why does car burn so much oil?

Do you think your car may be using too much oil? One sign an engine is burning oil is blue smoke coming from the exhaust pipe.

There can be several reasons for this condition, says Car Care Council, the most common being worn valve-guide seals. Here's why: The valves in a typical engine may open as often as 100,000 times per hour at highway speeds. The stem of the valve, sliding up and down in a guide, is fitted with a special seal designed to permit only a limited amount of oil to pass. (Some oil is necessary for lubrication, but too much creates oil-burning problems.) Eventually these seals will wear, harden or otherwise fail. That's when oil burning begins.

Many of the conditions which cause an engine to burn oil prematurely are caused by vehicle neglect. One example of this is worn piston rings, which can wear out prematurely because of failure to change oil and filter regularly.

Once the rings become excessively worn, an expensive "ring job" is the only remedy. With proper maintenance, however, an engine normally should go well beyond the 100,000 mile mark without needing new piston rings.

It is essential to check the engine oil regularly. If oil is over-full or smells like gasoline, it could mean it is becoming diluted with gasoline. Thus, the oil becomes thin enough to work its way into the combustion chamber, where it will burn, ending up in the atmosphere as smoke.

If you have to pump the accelerator to keep the engine from stalling, you may be pumping raw gasoline into the crankcase. This situation can be avoided by keeping the engine in tune.

New plugs help

Misfiring spark plugs can aggravate a situation such as this because they permit raw, unburned gasoline to wash into the crankcase. Not only does this create hard starting, it also accelerates wear due to diluted engine oil.

Another factor in oil burning is a malfunctioning positive crankcase ventila-

tion (PCV) valve, which is intended to route oil vapors through the combustion chamber rather than permitting them to escape into the atmosphere. If the PCV system is not in proper working order, it can be the cause of oil burning.

Remember: Excessive oil burning is a condition that gradually worsens and can affect other aspects of the engine. Like so many other car troubles, says Car Care Council, early detection and correction are essential.

Reduce chances of no-start situation

Winter 1985-86 is directly ahead. And from the engineers of Champion Spark Plug Company come a few tips on how to reduce your chances of having a no-start situation when those cold spells begin to hit.

The first suggestion is to try to have your car protected from the wind. Even a leaky, unheated garage is better than nothing at all. If you do have to leave your car out, face the engine away from the wind. Cars don't like wind chill any more than people do. You might even consider covering the front of the engine with a blanket or, in extreme cold, place a lamp with a 75-watt bulb under the hood with an extension to the nearest outlet. Have the light near the battery, but not touching it.

The key to getting your car started is having the strongest spark possible jumping the spark plug gap. Therefore, you'll want as much power as possible out of your battery. Assuming it is in good condition, you'll want to be sure the connections from the battery also are in good shape. They should be clean with no corrosion.

When starting, be sure everything is turned off, including lights, before turning the ignition key. Don't pump the accelerator too much. On most cars, one down and up on the pedal, then part-way down will work best.

A few other preventive maintenance measures suggested by the engineers of Champion:

• Be sure the spark plug firing-tips are clean and not excessively worn. If your car has not had a tune-up for a while, this would be the time to get it done. As important as the battery is, tests prove that even a brand-new battery cannot start a car that needs a tune-up.

• Consider, too, going to a lighter weight of engine oil. When you change oil, change the filter, too.

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Tune-up ingredients

Today's modern engines are complex and made with a high degree of precision. The machinery should be periodically inspected, repaired and adjusted. This is the purpose of an engine tune-up. A good tune-up should include the following, according to the Marathon Petroleum Company:

Compression test. The compression in all of the engine's cylinders should be within 20 percent of the highest reading in any cylinder. You must have good compression in order to attain a good tune-up.

Spark plugs. Spark plugs should be changed regularly in accordance with the manufacturer's recommendation. Worn spark plugs can cause hard starting and misfiring. Every time a spark plug misfires, fuel is wasted. It actually pays to change spark plugs.

Points and condenser. On cars without electronic ignition systems, the points should be examined. If they are pitted in excess of the recommended point gap, they should be replaced along with the condenser.

Distributor cap, rotor and spark plug wires. These should be carefully examined during a tune-up because, if worn or defective, they can cause misfiring.

Carburetor. It should be thoroughly examined to make sure it is reasonably clean, that the automatic choke system is clean and properly adjusted.

Other items to service. Check fan belts and belt adjustments, battery terminals, air filter, PCV valve, heater valve and air cleaner preheat system.

Final check-up. During the final check, the engine is started, the basic timing is set, and the carburetor is adjusted for proper air-fuel mixture and engine idling speed.

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Tame winter with service and sense

"I Can't Get Started With You" will be a familiar refrain to millions of motorists this winter, as their untuned automobile engines refuse to start on some subfreezing morning.

One out of every four cars in the nation failed to start at least once during the winter, Champion Spark Plug Company's annual survey found. And, unless car owners launch a massive auto-maintenance effort soon, the next few months will provide an encore of that "Can't Get Started" theme.

The incidence of starting failure was 25 percent, a slight increase over a year earlier.

"Despite the improvements over the years by the auto manufacturers, there is just no substitute for engine tune-ups and spark plug replacement prior to the winter driving season," David Walker, Champion's director of automotive technical services, said.

"If a car owner believes that tune-ups and other service can be indefinitely postponed, he is a prime candidate for a 'no start' the next time the temperature plunges."

The experiences of more than 4,200 vehicle owners who were part of Champion's nationwide survey show that a tune-up is a far more reliable method of solving starting problems than merely replacing the battery.

In fact, 21 percent of those motorists who bought a new battery or had one installed, still experienced repeated starting problems; and 37 percent of those who had the battery changed experienced recurring trouble. But only 16 percent of those who just changed their spark plugs



MINNEAPOLIS STAR AND TRIBUNE

DON'T BLAME THE KID — He couldn't have done much more to get ready for the winter storm. His shovel and winter gear on standby, without getting a tune-up. A little preventive maintenance would have taken care of the likes of those worn spark plugs, which couldn't fire because of the reduced voltage available from the weakened battery.

after a starting problem had repeated trouble, and only 14 percent who replaced spark plugs along with a full tune-up met additional starting failure. Champion has been studying the starting-failure phenomenon for 15 years.

Mr. Walker noted that the starting-failure problem is not limited to the northern parts of the United States, but that relatively equal statistics emerge for all sections. The mountain states had the lowest incidence of starting trouble, 20

percent. The highest problems were found in the middle Atlantic region (New York, New Jersey and Pennsylvania) and in the Mid-Western states (Ohio, Indiana, Illinois, Wisconsin and Michigan), where 27 percent of all cars experienced starting failures last winter.

Older cars susceptible

Engine starting problems grow as vehicles become older. The Champion survey found that new cars, as expected, have few problems. But if newer vehicles (two-years old and less) were removed from the statistics, the overall starting trouble incidence would expand from 25 percent to more than 29 percent. The average age of cars in America is over seven years, and 31 percent of 1978 vehicles had starting failures last winter.

Mr. Walker said that there is also a direct relationship between the level of annual household income and starting difficulties. Starting failures last year were experienced by 29 percent of households who earned less than \$17,500; by 27 percent of those between \$17,500 and \$25,000; by 25 percent of those between \$25,000 and \$35,000; and by only 21 percent of those over \$35,000.

"My conclusion from the income statistics," Mr. Walker said, "is that those at high levels either have newer vehicles or are more willing and able to maintain them regularly."

The summary of this survey emphasizes clearly that millions of under-maintained cars suffer engine starting problems each winter, but tune-ups and other regular maintenance can substantially reduce those headaches," Mr. Walker said.



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Maximum engine performance depends on gas

Maximum performance and economy, the goal of all vehicle operators, is dependent on a number of vital control factors.

Much has been said and written about such things as vehicle specification, maintenance, safety, replacement cycling and driving habits, all of which demand close attention.

One additional ingredient, not normally included with the others but also deserving of your careful attention, is the selection of the proper grade or octane of gasoline.

This process is too often done haphazardly, subject to personal likes and dislikes, and usually with a perception that premium grades are the best or, inversely, that regular grades, which cost less, should be used.

"Why not let your engine decide?" asks the following article which appeared in *Fleet Manager's Newsletter*.

A gasoline's octane rating is simply a measure of its resistance to engine knock or ping. It is not a measure of quality or power.

Why do some cars require a gasoline with a higher octane rating than others? For several reasons: age, mechanical condition, heavy loads and climatic conditions; but probably the most important factor is the engine's compression ratio. As a rule of thumb, the higher the compression ratio, the greater the tendency to knock and the higher the octane rating required.

The compression ratio tells you how much a given volume of gas-air mixture

in a cylinder is compressed by the upward movement of the piston.

When this compressed mixture is ignited, it burns, producing intense heat causing the gases to expand and produce power.

An efficient and controlled burning of this mixture is required to produce power that is both safe and useful. If, however, instead of burning smoothly, a portion of the mixture explodes spontaneously and prematurely, the result is engine knock which decreases power and fuel economy and might damage engine parts if allowed to continue.

Selecting proper octane

1. Make certain the car is in good mechanical condition and has been properly tuned.

2. When gas is low, fill up with the brand you've been using, specifying the grade or octane recommended by your owner's manual.

3. Drive until the engine reaches normal operating temperature, come to a complete stop, then accelerate hard.

No knock: Use up tank, refill with next lower grade and repeat acceleration test. If no knock, this is the octane you need. If engine knocks, see your mechanic.

Keep in mind, however, that changing conditions, such as age, heavy loads or

climatic conditions, can change octane requirements. Having gone through this procedure with your car in good mechanical

condition but knocking under current driving conditions, use the next higher grade.

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Indicator lights pass important messages

When an indicator light comes on while you are driving, it's trying to deliver an important message. The ability to correctly interpret that message may help you avoid major damage to your car.

Most cars have the following indicator lights: Alternator, Temperature, Oil Pressure, Brake and Seat Belt. Many of the newer cars also have a Check Engine light.

Here are some insights for those unfamiliar with the "language" of indicator lights:

• **Brake lights:** This light comes on whenever the parking brake is applied. It will remind you to take it off.

• **Brake Warning light:** If the brake warning light comes on and the emergency brake is released, stop the vehicle and check the master cylinder fluid level. If fluid level is low, have the brake system inspected.

• **Seat Belt light:** This light is a safety reminder to buckle up before you get under way.

• **Alternator light:** If the alternator light comes on when you are driving, pull over to the side of the road and check under the hood to see if all the V-belts are in place.

If they are, get back into the car, turn off all accessories and drive to the nearest service station and have the system checked. If a belt is missing, leave your hood up and wait for help. Do not drive the car.

• **Temperature light:** If the temperature light comes on while you are in heavy traffic, try turning off the air conditioning and any other unnecessary accessory. Turn on the heater. This will increase water circulation.

Anytime you are driving and the temperature light comes on, pull off the road, stop the engine and check under the hood for ruptured or leaking hoses, broken or missing V-belts, low coolant level in the radiator or cooling recovery system.

If a belt is missing or a hose has ruptured, wait for help. Do not drive the car. If the radiator is low on coolant, wait until it is cool and refill with water until the system can be checked and filled with coolant.

• **Oil Pressure light:** If the oil pressure light comes on while you are driving, stop the car immediately and turn off the engine. Check the oil level.

If the level is low, refill with oil. If the level is correct, have the vehicle towed to the nearest service station. DO NOT drive the car.

• **Check Engine light:** If the Check Engine light comes on while you are driving, this indicates there is a malfunction in the computer system. Depending on the vehicle, you might be able to continue driving. It's best, however, to have the system checked as soon as possible by a competent mechanic.

Clean interior brings top dollar

Professional used-car appraisers generally follow the motto: If it's clean inside, buy it.

Used-car buyers believe that if an owner has taken care of the inside of the vehicle, he probably also has paid

attention to proper mechanical maintenance.

Conversely, said one appraiser, if a car has filthy carpeting, drink stains on the upholstery and things like that, chances are he hasn't taken care of the brakes, transmission and other components, and the car probably needs a tune-up.

Periodic cleaning of the interior can keep the car in looking-new condition, and this can result in several hundreds of dollars more at trade-in time.

Auto-supply stores have special cleaners for cloth, vinyl and leather upholstery, and those products are preferable to soap and water. Stains should be cleaned up immediately, before they get a chance to set.

Upholstery and carpeting should be cleaned with a vacuum to keep dirt from being ground into the fibers. This is done at full-service car-wash facilities, and it also can be done at home with a vacuum hose attachment.

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Severe driving means extra car maintenance

Are you a driver who imposes "severe service" on your vehicle? According to statistics by the Federal Highway Administration, you're normal if your trips by car average 8.3 miles. But those average trips by car probably put your automobile in the "severe service" category as outlined by vehicle manufacturers.

"Short trip, stop-and-go city driving increases the need for more frequent maintenance," according to David Walker, director of technical services at Champion Spark Plug Company. "In fact, car owner manuals nearly double the service requirements for cars that are used in severe service operation."

Most motorists would probably insist, "I'm not a severe driver!"

What is severe service?

Most vehicle manufacturers in their owner's manuals define severe service as "stop-and-go driving, frequent short trips of ten miles or less, driving in dusty or below freezing temperatures, and extended periods of idling."

In a recent Champion survey, more than

62 percent of the drivers surveyed said most of their driving was stop-and-go. Most people think of stop-and-go driving in the city or short trips to the grocery store as normal, everyday driving, according to Mr. Walker. "But, in reality, that's the toughest type of driving on any automobile," he said.

"Most car owners don't read the fine print in their owner's manual," Walker claims. "But if they checked under the 'severe service driving' section, they'd realize that the 7,500- to 10,000-mile oil intervals."

The same holds true for automobile tune-ups.

Plug change a third sooner

"Spark plugs may work up to 30,000 miles," Walker said. "But in severe service conditions — which is the category most drivers fit into — spark plug replacement may be required at less than 20,000 miles."

Loss of engine performance, particularly with a four-cylinder equipped car, increased emissions and poor fuel econ-

omy are all signs of an untuned car. Sometimes fuel economy takes a nose dive, but the driver doesn't notice it in performance.

"The large displacement V-8s were very forgiving," he says. "But today, one misfiring spark plug on a four-cylinder engine results in a 25 percent loss in power."

"No vehicle is operated under the super-ideal test conditions on which those factory schedules are based," Mr. Walker says. "Driving patterns and conditions vary widely from the automakers' definition of a 'normal driver.'"

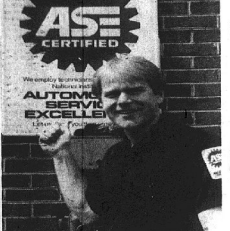
One Champion survey shows that nearly 80 percent of the cars have at least one maintenance deficiency adversely affecting emissions, fuel economy or performance. Heading the list of neglected items were oil level, tire pressure and the air cleaner. All these neglected parts can

add up to a 20 percent decrease in fuel efficiency alone, Walker explains. "It can also cut the life of an engine and tire."

Champion believes such maintenance neglect will be responsible for starting problems in 25 to 35 percent of the nation's cars this winter.

"Car owners can expect to pay dearly for such neglect — in wasted time, costly repairs and, down the road, at trade-in," he says.

"I am confident," Walker explains, "that the impact of these misleading recommendations in terms of maintenance neglect and abuse will become all too obvious when the new cars of today inevitably become used vehicles in two or three years."



THIS IS THE PLACE — Motorists looking for good automotive repair and service can find competent help at establishments that employ technicians certified by the National Institute for Automotive Service Excellence (ASE). Such shops are entitled to display the blue & white sign shown.

Stop avoiding brake checkout, magazine warns

What should be done:

- Check brake fluid level monthly.
- Replace brake fluid every two years to maintain peak performance and minimize system corrosion.
- Check brake hoses at every oil change interval.

Check emergency brake cables at every oil change interval or when lubricating the chassis.

- Inspect brake shoes yearly.
- Always rebuild calipers and wheel cylinders as part of a complete brake job, and replace brake hardware items such as springs, retainers and adjusters.

It's downright suicidal — and homicidal — to ride around with a set of incompetent brakes. But it's done, even by otherwise responsible citizens. Maybe they just don't know the difference, or the loss of stopping power has been the case for so long that they don't remember what it feels like to be in control of their cars.

Regardless, this is certainly a place where people should be able to depend on their service facility, and this means inspection even when no immediate problem is apparent. Not only will this practice keep the car's owner safe, it might save him the cost of new drums or rotors.

Whenever a wheel is off for any kind of service, it's only take a minute to check the brakes. If they see a ground-up rotor, pads that are down to the nub, hydraulic leaks or a brake hose that's about to let go, they have done a big favor.

Those flexible hoses we mentioned above are often neglected, too. It's amazing that they last as long as they do, given their circumstances, but eventually they get to the point where continuing to ask them to carry fluid pressure is an invitation to disaster. Sure, all '67 and up cars have dual hydraulics, but if you think you'll get sufficient stopping power when half the system lets go, you've never had it happen to you.

Parking brake cables are also often overlooked. They can cause all kinds of adjustment, drag, pulling and noise problems when they seize up, so make sure they're free.

Then there's the subject of brake fluid. If it looks rusty, chances are it's full of moisture. That won't only lower the boiling point, but also make corrosion in the system go wild. It's not excessive to suggest that the old fluid be flushed out and replaced. In fact, some brake authorities say this should be done every two years as basic maintenance.

(The foregoing article is reprinted through the courtesy of *Jobber and Wre-house Executive Magazine*.)

Check belts, hoses

Winter will be here soon. But there's still time to winterize your car.

Overheating is the last problem car owners expect in winter. Yet when a fan belt or radiator hose breaks in winter, that's exactly what happens. So belts, hoses, thermostats and radiator caps should be checked before it's too late.

Checking belts. With today's belt construction, it's tough to tell when a belt is about to break. Even the experts can't tell just by looking. So it's a good idea to replace the belts if the car is four years or older, regardless of how they look.

Checking hoses. Hoses show more signs of wear than belts. If hoses are hardened, cracked, oil soaked, swollen or show signs of internal flaking, replace them. Of course, if you are buying antifreeze, it's a perfect time, while draining the cooling system, to replace worn radiator, heater and bypass hoses — lest new antifreeze is lost through a worn hose break.

Cold, moist weather often blamed for starting woes

Whether it's snowing or not, high humidity and precipitation will cause tens of thousands of motorists starting and stalling trouble this winter.

Worn spark plugs, cracked ignition leads, a dirty distributor cap and loose drive belts can all play havoc with a car's ignition system, according to Larry Koles, Manager of Technical Programs at Champion Spark Plug Company.

"Winter starting problems are two-fold," Koles says. "Colder temperatures can decrease the starting power of the battery, and problems in the ignition system cause the battery to run down faster in future starting attempts."

A new or recharged battery tends to hide the problem temporarily, causing starting problems to recur.

"Many starting problems can almost always be traced to a wet ignition system," Koles says. "Moisture from rain or melting snow often settles in the engine com-

partment. Salt and road grime can accumulate in the engine compartment and retain moisture," he says. "If the moisture doesn't burn off, the unintentional electrical path for the spark may prevent the spark from reaching the plug."

Spark plugs that have seen too many miles are often the culprit. "The spark will jump where there is the least resistance. If the gap is too wide or there's something causing a disruption in the spark's path, the spark will leak through the wire," Koles says.

Leaking plug wires can often be diagnosed by letting the engine run in a dark area and observing the plug wires for leaking sparks. If sparks are visible, the wires where the spark is leaking should be examined for wear and damage and replaced if necessary.

The same holds true for the distributor cap according to Koles. "Moisture on top of the cap can prevent the spark from

reaching the plug," he says. "Dry off the top and inside of the cap with a towel or hair dryer, and the car should start."

He also advises motorists to check the distributor cap for signs of electrode wear, cracks that may allow moisture to seep in, and carbon tracks that may indicate shorting of the spark.

Driving in the rain and through slush can also shorten out an ignition system. "Water can slip under a loose-fitting insulator boot and short out the spark plug," he says. Check the spark plug boots for snugness. Loose-fitting boots should be replaced.

Water can also cause drive belts to slip, resulting in a loss of the charging system's voltage to the battery. Check the alternator belt for tension and wear. If the belt does not show signs of wear, simply adjust to the proper tension.

Koles says an annual tune-up is still the best insurance for a sure start.

Tune up your body while waiting

It's 8:00 a.m. and you're off, seat belt on, ready to face the world. You're on your way to work but, alas, in the distance you see 200 brake lights gleaming. Yes, the morning traffic jam.

Now, don't get uptight. The situation is out of your control, so take a deep breath and exercise! Not deep knee bends, of course, but exercise nonetheless. Give those kids in the school bus next to you something to laugh at the rest of the morning.

Remember to keep one foot on the brake at all times, or use the emergency brake if you are going to be there for awhile.

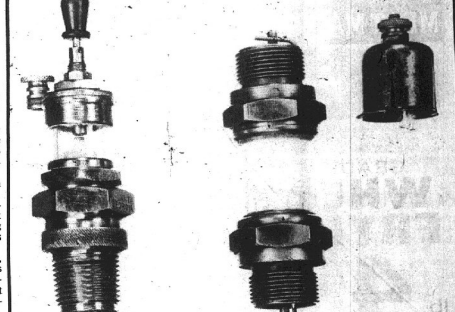
Now try some of these:

- Head Rolls** — Bend your head forward, left, back and to the right. Repeat. Reverse direction and repeat.
- Shoulder-Ups** — Move right shoulder up, then left up. Repeat five times. Now do both shoulders together. Repeat 10 times. (Like you're shrugging your shoulders and saying, "So what if I'm in a traffic jam? I'm late, but I'll be in great shape!")
- Reaches** — Raise both hands shoulder high, arms stretched forward. Now pull hands in toward chest. Stretch arms out again. Repeat 10 times.
- Isometrics** — Put your hands together

small circles with foot 10 times, then reverse direction 10 times. Point toe to the floor, then flex your foot so that it is perpendicular to leg. Repeat 10 times, then do other foot.

All of this can be done while paying attention on the road, which is always your first priority. Traffic may clear up while you're gently exercising. If you don't run into enough traffic jams, you can do one exercise at a time at stop lights. And for leg trips, pull over to the side of the road and exercise. It will wake you up.

(This article courtesy of *Road Ahead*, a newsletter published by Peterson, Howell and Heather, Inc.)



OLDEN DAYS SPARKIN' — (left) Pre-World War I spark plug featured a visible and adjustable "auxiliary gap" instead of a solid center-wire. (right) Seemingly an outstanding bargain — two for the price of one — this design offered independent and reversible firing ends on the plug. However, sometimes both failed.

Frown on brown in transmission

If your car's automatic transmission fluid is brown in color, it's not OK, says the Car Care Council. It should be red. When transmission fluid turns brown, it's probably burned, possibly due to severe strain on the transmission, like towing a trailer or rocking the car in place. Change the fluid and filter at once to prevent damage to the transmission.

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AT 66,000 MILES THE MICHELIN IS HERE!

THE NEW YORK TIMES, TUESDAY, JULY 30, 1985

Michelin Tire Rated as Best In Federal Testing Program

WASHINGTON, July 29 (UPI)—The longest-lasting automobile tire is manufactured by Michelin, and it can run 66,000 miles under a federal test program made possible by a federal law, according to the National Highway Traffic Safety Administration. The department's Transportation Department showed that among 13 radial tires, the Michelin XH, which has a treadwear rating of 300, lasted 66,000 miles, or 10 percent more than the average. One treadwear rating of 100 means a tire with a wear rating of 100 should get 20,000 miles.

It appears we're not the only ones who claim the Michelin XH is the longest-lasting tire. It's now proven by comparing our tires with tests by other manufacturers. With proper care, the XH can run 66,000 miles. Which might outlast your car.

Now the computer-designed tread may be all you're interested in. But that's not all you'll get. Because it's a Michelin tire, there are other advantages. Better traction on wet surfaces. Reduced rolling resistance to save gas. And a plush, quiet ride.

The Michelin XH. Better in the long run.

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Around the Kitchen

2C GRANITE CITY JOURNAL—October 23, 1985

Oyster appetizers now available at good prices

Oysters, once thought of as a food for the rich, or for those lucky enough to live near an oyster bed, are now available, at very reasonable prices, in almost every part of the country. Many great appetizers include oysters, as their main ingredient, and today's recipes are for three of our favorites. Each can be prepared in just a few minutes.

One still occasionally hears the old adage that oysters can safely be eaten only during those months that include an "r" — September through April. This once-valid caution dates back to the time when refrigerated shipping was a chancy business at best, and oysters that were shipped during the hot-weather months of May through August were likely to arrive in questionable condition.

With today's fast and efficient shipping, oyster lovers can safely indulge their palates during any month of the year. When it comes to taste, at least in some parts of the country, the "r" rule may still have some validity. Oysters in northern waters breed during the warmer months, and many feel that they do not taste as good during this period. Southern oysters breed year-round, and so are equally good at any time.

Lists of dishes served at banquets in the New England Colonies soon after they were founded almost always included oysters. Indians introduced the settlers to the tasty bivalves, eaten *au naturel* from the half-shell just moments after they were pried from the bed. No account that we have been able to find gives the name of the intrepid Pilgrim who first gulped down a raw oyster, but one does wonder if he didn't first look over his shoulder to be sure that the Indians weren't rolling on the ground, laughing at his gullibility in eating such an outlandish-looking creature.

Oysters in the shell should be

alive when you buy them, and their shells tightly closed. They should have no odor other than a light briny smell. Oysters can be kept alive in water for a couple of days. The water should be changed at least daily, and some cornmeal added to get the oysters to release any grit inside the shells.

Shucked oysters should be plump when you buy them. Their liquor should be clear, and the oysters should have no sunken or shriveled areas. Prepare them as soon as possible after you buy them.

Today's oyster recipes come from three different parts of the world. Lemon Oysters are a favorite appetizer in many parts of Africa.

OYSTER LEMONS

4 large lemons
4 ozs. smoked oysters
8 ozs. cream cheese
2 dashes Tabasco or to taste
Salt and freshly ground black pepper to taste

Cut top third off lemons and scoop out flesh and reserve. Cut skin off pointed ends of empty lemon shells, so that they will stand on flat surface. The tops of lemon shells may be scalloped with sharp knife, if desired, to make a more attractive presentation.

Using fine strainer, extract 1 tablespoon of juice from reserved lemon flesh and cut some thin strips of peel from removed tops of lemons, for garnish.

Drain smoked oysters and reserve liquid. In blender, place oysters, cream cheese, Tabasco, salt, pepper and lemon juice and blend well until smooth. Add some of reserved oyster liquid if necessary to allow mixture to blend completely.

Fill lemon shells with oyster mixture and garnish top with

lemon peel strips.
Serves 4 as an appetizer.

OYSTER FRITTERS

4 egg yolks
½ tsp. salt, or to taste
½ tsp. freshly ground black pepper, or to taste
1½ tbsps. minced onion
6 tbsps. flour
1 cup chopped, drained oysters (fresh or tinned)
4 egg whites
Vegetable shortening for frying

Beat egg yolks until smooth and creamy in texture. Add salt, pepper and onion. Whisk in flour, a bit at a time. Fold in oysters.

Beat egg whites until stiff and fold into mixture above.

Heat shortening and drop fritter mixture in, a spoonful at a time, and fry until golden brown.

Serves 4 as an appetizer.

OYSTERS PARISIENNE

24 oysters on half shell
Rock salt to hold oyster shells
1 cup softened butter or

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margarine
1½ tbsps. chopped scallions
2 tbsps. chopped parsley
1½ tbsps. freshly squeezed lemon juice
¾ tsp. minced garlic
Salt and freshly ground black pepper to taste
¾ cup bread crumbs
4-8 lemon wedges

Place oysters on bed of rock salt in shallow baking pan(s).

In medium bowl, mix butter, scallions, parsley, lemon juice, garlic, salt and pepper, whisking until well blended.

Top oysters evenly with mixture, sprinkle with bread crumbs, dot with butter and bake in preheated 350 F oven until bread crumbs are golden brown — about 8 minutes.

Serve immediately with lemon wedges.

Serves 4 to 8 as an appetizer.

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<p>BLUE BELL SLICED BOLOGNA 99¢ LB.</p> <p>SLICED AMERICAN CHEESE \$1.49 LB.</p> <p>BONELESS BUTTERFLY PORK CHOPS 99¢ EACH</p>	<p>GROUND BEEF 89¢ LB.</p> <p style="text-align: center;">10* UNITS</p> <p>SMOKED HAM SHANKS \$1.59</p> <p>SMOKED HAM HOCKS \$1.29</p> <p>SMOKED BACON \$1.89</p>	<p>SKINNED WHITING JACK SALMON 79¢ LB.</p> <p>BULK HOT DOGS 89¢ LB.</p> <p>BACON WRAPPED FILET MIGNON 89¢ EACH</p>
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WE'VE GOT IT ALL FROM SNOOTS TO BUTTS

NOVACICH'S MEAT MARKET—HOME OF PACKING HOUSE PRICES—NOVACICH'S

Raymond's wines deserve respect

Raymond Vineyard & Cellar is one of the quietest producers of wine in California's Napa Valley. Maybe that's because the Raymond family is so dedicated to making great wine they haven't got the time — or the inclination — to go around the country spouting glowing commentary about what they do.

And what they do is make superb wine and offer it at reasonable prices. Those reasonable prices may explain in part why the wines don't get more respect.

Yet in various blind tastings of Raymond's wine with other wines, some more expensive, I found the Raymond products to be excellent.

The prototype Raymond wine is the 1981 Cabernet Sauvignon (\$12), an alluring wine that has an herbal spice (it reminded me of toasted nutmeg) and a green olive element that at first indicates the wine is lean. Yet as it is allowed to take on air, the fruit leaps out of the glass and the wine becomes very aromatic. The slight bite in the tannin teams with soft undertones to indicate a long life.

I also liked the 1983 Fume Blanc (\$7.50), an intriguingly complex wine that offers a slight green peppery tone showing the charm of the variety, but with a freshness rarely seen in this kind of oak-aged wine. This is Raymond's first Fume Blanc, and a lovely first effort.

Similar in style is the 1983 Chenin Blanc (\$6), which was oak-aged and is virtually bone dry. The crisp

taste is offset by a softness that makes it excellent as a dinner choice when Chardonnay is too expensive.

The Raymonds also offer an inexpensive Chardonnay (designated "California Chardonnay" and displaying a bright yellow band across the top of the label) that sells for \$8.50. This is exceptional value. Fresh, clean and floral, the wine has a light, minty quality that I find attractive. It probably will be found at discounters in the under-\$8 price range.

The regular 1983 Napa Valley Chardonnay is more intense and rich. It has a classic fullness many people love. (I, on the other hand, found the best Raymond Chardonnay was a 50-50 blend of the Napa and California designated wines.)

The best values in the Raymond line are the premium generic wines, 1983 Vintage Select White and 1981 Vintage Select Red, both \$4.25.

The white is a pleasant, soft, appealing blend of Riesling, Sauvignon Blanc and Chardonnay. It is nearly dry and could be a fine house white wine for everyday consuming. The red is more successful. It is 85 percent Cabernet, but the 14 percent of Zinfandel in the wine makes it spicy and more complex than the 100 percent Cabernet.

Roy Raymond Jr., the viticulturalist for Raymond, says that since about 1980, "we've paid more attention to the pH of the grapes than any other element." He said that

has meant for better balanced wines, with crisper tasters. It gives bottles the pizzazz to stay fresh on shelves longer.

"Back in the 1970s, we would pick the grapes at 23½ or 24 (percent of natural sugar) and we got kudos," he said. "But now we know that pH is so much more important, and we determine when to pick the grapes on the basis of pH, not sugar." He said average sugars at harvest have dropped to 21½ to 22, which was considered too low a few years ago, but now "the wines have better balance."

Other things the Raymonds learned: that Zinfandel is a hard sell, and that Chenin Blanc won't sell unless it's simple.

Raymond once made one of California's premier Zinfandels, lean, spicy and sprightly. It rarely had excessive alcohol, one of the things that made the variety harder to sell. As consumers realized they couldn't predict what sort of Zinfandel they were getting, they stopped buying Zinfandel. So Raymond stopped making it in 1980. The 1979 Raymond Zinfandel was the last, to my sadness. And the 1983 Chenin Blanc is the last that will be dry and aged in oak. The 1984 Chenin Blanc will be softer, slightly sweet, and not aged in oak.

The Raymonds are perfectly suited to this family-oriented business of wine. Roy Raymond Sr. has been in the business of growing grapes and making wine for 52 years.

Some weekday breakfasts

For most of us breakfast is, at least five days out of seven, anything but a leisurely meal.

Sure, if you happen to be independently wealthy you may have Eggs Benedict sent up on a silver tray to nibble on as you peruse the day's entries in your social calendar. But for the teeming hordes, breakfast is a catch-as-catch-can affair.

Out of bed with the blaring beep of an electric alarm, a quick shower, the frenzied hunt for a pair of stockings without a run, another hunt through the closet for something clean and pressed and presentable. Brush the hair, brush the teeth — and if you're lucky, a few

gulps of coffee and a slice of toast. Then the daily freeway battle and an onslaught of papers once you reach your desk.

POACHED EGG FOR ONE

¼ cup water
¼ tsp. vinegar
Dash each salt and pepper
1 egg

Four water into small, deep bowl. Stir in vinegar and salt and pepper. Crack egg into water.

Cover loosely with wax paper and microwave 45 seconds. If white is not completely set, microwave another 15 to 30 seconds. Remove egg gently with slotted spoon and serve over toast.

Serves 1.

QUICKIE

OATMEAL-IN-THE-BOWL

¼ cup quick-cooking oatmeal
¼ cup water
Pinch salt
1 tbsp. brown sugar or honey
Milk

Combine oatmeal, water and salt in glass serving bowl, stirring to blend.

Microwave 1½ minutes, stirring after 45 seconds. Remove from oven, stir again, cover, and stand 2 minutes before serving.

Top with brown sugar or honey and milk.

Serves 1.

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ANY SIZE PKG. GROUND CHUCK **\$1.09** lb.

LEAN & MEATY COUNTRY STYLE RIBS **\$1.49** lb.

FARMLAND SMOKED SAUSAGE **\$1.29** lb.

HUNTER FAMILY PAK SLICED BOLOGNA **\$1.19** lb.

SLICED SLAB BACON **\$1.19** lb.

OUR OWN HOMEMADE BULK PORK SAUSAGE **99¢** lb.

HUNTER - 12 OZ. WIENERS **69¢** Pkg.

OUR OWN HOMEMADE HAM SALAD **\$1.19** lb.

CONVENIENCE PACK PAMPERS **\$7.59** Lg. Box

SUPER ABSORBENT **\$8.19**

REG. & DIET PEPSI **99¢** 2 Liter

UPSTON NOODLES & SAUCE **69¢** 4.25 oz.

KELLOGG'S CORN FLAKES **\$1.29** 18 oz.

REYNOLD'S WRAP **\$2.10** 20 FT.

PARKAY MARGARINE **65¢** ¼ lb.

PILLSBURY BIG COUNTRY BISCUITS **\$2.10** 10 for

PILLSBURY COOKIES **\$1.89** 20 oz.

DEL MONTE BLUE LAKE CUT GREEN BEANS **\$1.00** 3 16-oz. Cans

BETTY CROCKER CAKE MIX **89¢** 18.5-oz.

NESTLE'S CHOCOLATE CHIP **\$1.89** 12 oz.

AMERICAN BEAUTY EGG NOODLES **59¢** 12 oz.

SUNBELT CAN CAT FOOD **\$3.10** 3.

FOX DELUXE PIZZA **69¢** 10-oz.

SWEETHEART ICE CREAM **\$1.39** ½-Gal.

SENIOR BEEF TAMALES **3 for 99¢**

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Sale \$59¢

Smarties Sweet & Sour Candy Rolls: Assorted flavors.
Sale \$77¢

Tootsie Rolls: Tootsie Snack Bar Bag 16 oz., Tootsie Roll Pop Bag 12 1/2 oz. or Mason Mini Dots.
99¢ Your Choice Sale

Milk Malt Caramels: 14 oz. bag.
Sale \$99¢

Brach's Candy Corn, Autumn Mix, Pumpkins, or Scary Cats: 12 oz. bag.
69¢ Your Choice Sale

Milky Way, Snickers, or 3 Musketeers Snack Bars: 16 oz. or M&M Peanut Snack Pak. 16 oz.
Sale \$1.99

Slow Pokes: 8 oz. Good & Plenty. 10 oz.
Sale \$79¢

Milk Duds: 8 oz. bag.
Sale \$88¢

Super Bubble Bubble Gum: 60 ct.
Sale \$88¢

Showtime Adult Halloween Make-Up Kits: Hypoallergenic, easy to use, and washes off with soap and water. Assorted kits.
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Neo-Synephrine®: 12 hour Regular Spray. **Sale \$1.99**

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Campho-Phenique®: Gel 2.3 oz. **Sale \$1.39**

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Flex Mousse: Regular, Extra, or Permed Control. 5 oz.
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Arid X Dry: Anti-perspirant aerosol Aloe or Arid XX Dry Aerosol Unscented, Regular or Arid XX Dry Aerosol Baby Fresh, Unscented or Regular. 4 oz.
Sale \$1.49

Arid XX Dry: Anti-perspirant Solid Aloe, Unscented or Regular. 2 oz.
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Arid XX Dry: Solid Regular, Baby Fresh or Unscented. 2 oz.
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New! Arid XX Solid Musk: 2 oz.
Sale \$1.49

Q-Tips Cotton Balls: 130's. **Sale \$99¢**

Q-Tips Cotton Swabs: Flexible 170's. **Sale \$99¢**

Dolgin's Everyday Low Price: Vaseline Jelly Regular or Nursery. **Sale \$1.79**

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Vaseline Hair Tonic: 10 oz. **Sale \$2.49**

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Clear Mist®: Non-Aerosol Hair Spray, Extra Hold, Extra Hold Unscented, Unscented Regular, or Regular. 8 oz.
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Sale \$1.79

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Sale \$69¢

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Sorry, no rainchecks on Monthly Specials.

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Sale \$4.99

Boll 'N Soak: 12 oz. **Sale \$2.99**

Flex Care: 12 oz. **Sale \$2.99**

Johnson's Baby Wash Cloths: 36's.
Sale \$99¢

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s of sympathy
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father. Your
fulness is greatly
ted. The Family
s. WINFRED B.
10/24

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DALE MILLER,
25, 1974. As time
another year,

longer in our lives
but in our hearts
always there. Sadly
my wife Charlotte,
my son Jeffery,
and my daughter
who loved him.
THEORY of my dear
husband, JAMES
EY. His smiling
and pleasant voice,
his assurance to recall, he
said word for each
I beloved by all.
we hope to meet
one day, we know
then, to clasp his
the better land,
part again. —
Children. 10/24

NG memory of
 L. KING who
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 band, WILLIAM
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 and all who loved
 10/24
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 and preserved
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 er. Sacred Heart
 pray for us: St.
 rker of Miracles,
 us. St. Jude help
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10/3

Business News



Grand opening

STAINED GLASS CONNECTION at 3717e Nameoki Road in the Nameoki Village Shopping Center held its grand opening Oct. 18 and 19. Helping cut the ribbon are, front row from left, Louise Ware, Janet Mills of the Chamber of Commerce, owners Roy and Diane Koberna (with their son Brian), Granite

City Township Assessor Darlene Laub, Mayor Von Dee Cruse, R.C. Bush of the Chamber and Lacey Randolph of the Chamber. The store, which will feature country hand-crafted items and stained glass, is open Monday through Friday from 9:30 a.m. to 6 p.m. and Saturday from 9:30 a.m. to 5 p.m. (Staff photo by Dave Whaley)

Strong performance by Smith auto firm

MILWAUKEE—A.O. Smith Corp., which has an auto parts plant in Granite City, reported increased sales and earnings from continuing operations in the third quarter compared with last year.

"The improvement, Thomas I. Dolan, chairman and chief executive officer, said, came as a result of higher volume at the Automotive Products Co."

"The third quarter shows we are continuing to make progress toward our goal of improving performance in 1985 over the prior year. This is the first quarter of this year where our earnings are ahead of last year, and we expect that the fourth quarter will also be ahead," Dolan said.

Third quarter sales amounted to \$204,951,000 and earnings from continuing operations (after preferred dividends) were \$2,317,000, or \$3.1 per primary share, compared with sales in the third quarter of 1984 of

\$197,502,000 and earnings of \$1,311,000, or \$1.7 per share. In 1984 there were no preferred dividends.

For the first nine months of the year, A.O. Smith had sales of \$682,116,000 and earnings from continuing operations (after preferred dividends) of \$19,894,000, or \$3.68 per primary share compared with sales last year (for the same period) of \$674,562,000 with earnings of \$22,985,000, or \$3.08 per share.

After recognizing tax credits related to the 1984 discontinuance of several agricultural businesses, A.O. Smith had net earnings (after preferred dividends) in the third quarter of \$2,716,000, compared with a loss of \$1,752,000 in the third quarter of 1984.

In the first nine months of 1985, A.O. Smith recognized tax credits of \$8,027,000, and reported net earnings (after preferred dividends) of \$27,931,000 compared with net earnings for the same period in 1984 of \$12,141,000.

Dolan said the key to A.O. Smith's progress so far in 1985 has been the strong performance of the Automotive Products Co., a maker of structural products for passenger cars and trucks. This unit has shared in the resurgence of the automobile industry as a whole. Sales of its products are ahead of last year in both the third quarter and nine months.

Profits, while up in the third quarter compared with last year, are behind for the nine months because of equipment rebuilding and start-up expenses associated with new products and the renewal of manufacturing plants. The Granite City plant has required substantial start up funds and is just beginning to ship engine cradles, a new product for the Automotive Products Co.

Earnings at the Water Products

Co. are ahead of 1984 in both the quarter and nine months, primarily because of the benefits of cost-reduction programs. Sales are about level with the year ago periods.

Sales of electric motors used in air conditioning, water pumping, and refrigeration applications are running behind 1984, Dolan said, as A.O. Smith customers seek to reduce inventory levels. This shift to lower production by customers became very apparent in the third quarter. As a result, earnings from the electric motor units are behind 1984.

A.O. Smith-Inland Inc., a 50 percent-owned company which manufactures reinforced plastic pipe systems, and Metalsa S.A., a Mexican manufacturer of auto and truck structural products, 37.5 percent owned by A.O. Smith, reported earnings ahead of a year ago for the nine months, although A.O. Smith's equity in Metalsa's earnings are lower in the third quarter.

Ground is broken for state office complex

State and local officials broke ground in Collinsville Thursday for a new \$11.7 million state office complex which will serve as a regional government center for Southwestern Illinois.

The campus-style complex will be located on a 13-acre site near the Interstate 55-70 and Illinois Route 157 interchange.

THE FACILITY will house the Departments of Transportation, State Police and Central Management Services.

Illinois Transportation Secretary Greg Baise, representing Governor James R. Thompson, led the delegation of state officials, which included Michael Tristano, director of Cen-

tral Management Services (CMS), Lamitius Nargeleas, superintendent of state troopers, and Gary Skolen, director of the Capital Development Board (CDB).

Local officials participating in the ceremonies included Tom Jenkins, representing Collinsville Mayor Gene Bromblich, and Carl Mathias of Granite City, president of the Leadership Council of Southwestern Illinois.

During the groundbreaking ceremonies, Baise said, "This regional government complex is an excellent example of government-private sector cooperation. Local officials and businessmen took the initiative, donating to the state the

parcel of land, valued at nearly \$300,000."

"THAT WAS THE PRIME catalyst for the state to develop the facility. As a result, the area will get a boost in economic development and provide more efficient government service."

The steel and brick building complex will be energy-efficient, with a sophisticated utility system allowing each user agency to control its own environment. The structures, with dark insulated glass windows incorporated as part of the linear design, will fit well into the area terrain.

The general contractor for the project is Ralph Korte Construction Co.

Houston will run for state treasurer

Springfield Mayor J. Michael Houston has formally announced he will seek the Republican nomination for state treasurer.

Houston, 41, first elected Springfield mayor in 1979, is president of the Illinois Municipal League. He is owner of a fence company in Springfield.

Houston said he would target more state investment funds to encourage economic development. He declined to give his positions on other current issues, such as regional or national banking, proposed cigarette tax increases and a hike in the state income tax personal exemption, but said he opposes state fund investments in South Africa.

State Rep. Jack Davis, R-New Lenox, is considering running for the treasurer post and Davis has said he believes he will be backed by Gov. James Thompson.

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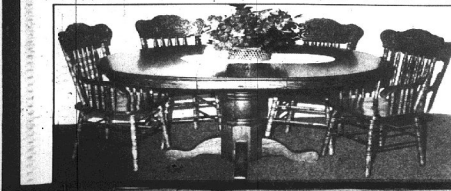
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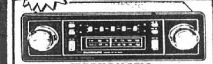
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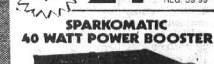
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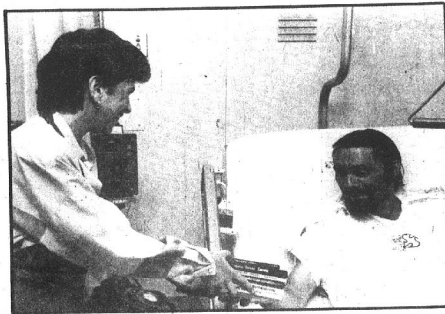
Each Tuesday, volunteers from Friends of the Library, an auxiliary group of the Granite City Library System, push a book cart to the various patient floors and assist interested persons in choosing reading material. Patients have a wide selection of paperback books from which to pick, including ones with larger print. The service is free for patients using it.

Once patients are discharged from the hospital, they are encouraged to

return the books at one of the baskets provided on each of the floors. However, if they are not quite finished with their selections, they may hold onto them and drop them off later at the main library on Delmar Avenue or the branch on Johnson Road.

"We're still interested in any books which people may be willing to donate," said Joan Yetter, a member of the library board and coordinator of the new service. She added that any persons willing to volunteer some of their time also would be appreciated.

To donate books or volunteer time, persons may call Joan Yetter at 876-0849.



READER'S DELIGHT. Connie Strotheide (left), a volunteer from the Friends of the Library group, makes a book delivery to the room of Steven Whitehead (right), a patient at St. Elizabeth Medical Center. Patients can receive reading material once a week from the volunteers, who hand-deliver them to their rooms.

Conrail's sale could harm area - Hartigan

Thousands of small businesses in Illinois from Chicago to Madison and East St. Louis face the prospect of higher rail shipping rates — if the U.S. government sells the sprawling Conrail line to the privately-owned Norfolk Southern Corp.

That is the belief of Illinois Attorney General Neil Hartigan, who testified before a Congressional committee Oct. 17.

Hartigan warned the House Judiciary Committee's Subcommittee on Monopolies and Commercial Law, "Four hundred miles of Illinois rail routes and a least 1,000 jobs may be lost if the federally-owned Conrail giant is sold to Norfolk Southern investors."

"THERE ARE THOSE who say it is morally wrong for the federal government to pump more than \$7 billion into a deteriorated and collapsing rail road system and then — after it is refurbished and earning its own way — sell it to a private firm, eliminating rate competition throughout the Midwest corridors."

"What I see happening is far worse. If the Conrail sale goes through, it is estimated more than \$179 million in revenues will be lost because Norfolk Southern will shift or divert its major traffic southward to Kansas City, away from Chicago, Effingham and East St. Louis."

"That means Illinois jobs lost and more casualties in the unemployment lines."

HARTIGAN SAID various rail associations expect shipping rates to rise by 25 percent in Illinois and other Midwestern states if the two rail lines, now competitors, are reduced to one rail service. The attorney general added:

"If Conrail is sold by the Department of Transportation to Norfolk Southern, it will become the nation's largest railroad, with 32,000 miles of track reaching through 25 states. It will eliminate competition head-on in 18 counties of Illinois, including Madison County."

"One giant rail line will then dominate rail traffic in these 18 counties and will control more than 90 percent of all inbound and outbound tonnage in 10 of them."

"EVEN THE U.S. Justice Department concedes," Hartigan charged, "that the proposed Conrail deal is anticompetitive and loaded with potential antitrust violations."

"So, we have the sorry spectacle of legislation granting antitrust immunity to Norfolk Southern. Congress is about to wink at the basic laws designed to protect the little guy from monopolistic gouging."

"Consider this example," he said. "Various Illinois producers of vegetable oil, presently served by Conrail in Decatur, Danville and Champaign, compete with southern producers of vegetable oil served by Norfolk Southern for markets in the metropolitan Northeast."

"Recently, when Illinois producers suffered a drop in the export market and other setbacks, Conrail substantially reduced its rates on Illinois vegetable oil headed for the East Coast. Only this action saved Illinois producers able to compete with the southern states."

"IF CONRAIL IS SOLD to Norfolk Southern, that competitive pricing will not exist and Norfolk Southern will have no reason to promote Illinois producers at the expense of its southern customers."

"If the Conrail deal succeeds," Hartigan said, "every small shipper in Illinois, and neighboring states as well, will become a captive of every rate whim of Norfolk Southern."

"Who will they turn to? Who has the remedy for those thousands of small shippers who lose their cost advantages through monopolistic rate hikes?"

"Will Norfolk Southern care when 1,000 Illinois rail workers lose their jobs and Illinois itself is injured at the very hour it needs to renew national confidence in its value as a good place to do business?"

HE TESTIFIED FOR 16 states, which have joined forces to denounce the proposed acquisition.

The 16-state alliance is composed of Illinois, Delaware, Iowa, Kansas,

Kentucky, Louisiana, Maryland, Minnesota, Nebraska, New Hampshire, North Dakota, Ohio, Pennsylvania, Rhode Island, West Virginia and Wisconsin.

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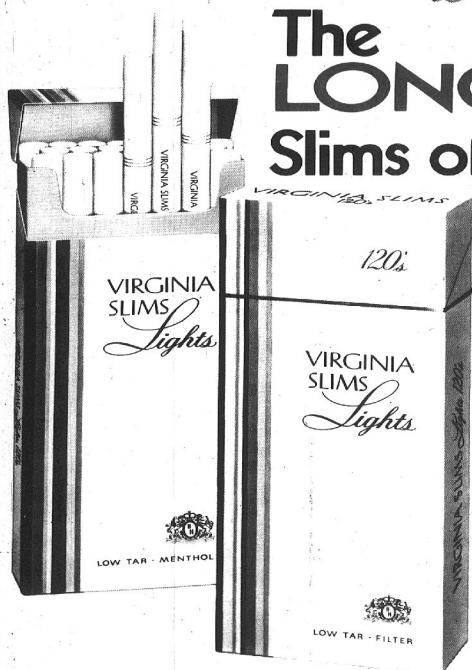
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Sports

GCHS kickers need PKs to dispose of Redbirds

By GREGG OCHOA
Journal Sports Editor

And, suddenly there are two. Granite City will play for its 10th regional soccer championship in the last 11 years this Thursday after slipping by Alton 2-1 on penalty kicks Monday at the Gauntlet.

Scott Blasen's goal in the shootout secured the Warriors' victory over the defending sectional champion Redbirds. The Warriors outscored Alton 5-4 in the shootout.

"My biggest goal," Blasen said repeating the question asked, "This year, no doubt about it."

The senior is used to the penalty kick ritual. He was thrust into action when he was a sophomore and even was asked to shoot in the 1983 state quarterfinals against Glenbrook North.

"The experience really helped and when Terry (Warrior goalie Dutko) made the save the pressure was off.

I knew if I made it it was over. Terry's a great goalie," Blasen added.

However, it was a tough way for such a crucial game to end. It was a game of emotion for both teams.

"Everybody hates to go to penalty kicks," Blasen said. "If we had our way we'd like to keep playing."

Blasen's winning shot was set up after Dutko kicked aside Rusty Voumard's shot with his left foot.

"The kid just missed kicked the shot," said Alton coach Larry Montgomery. "He aimed for the corner and didn't get it. But his shot didn't cost us the game."

Dutko said Warrior coach Gene Baker offered suggestions about the tendencies of the Alton shooter; whether they normally shoot to the right or left side of the goal.

"But I was on my own on that one," Dutko said of Voumard's shot. The Warrior goalie added that he

was surprised that Voumard shot directly at him.

"It really helped," Dutko said, almost downplaying his key save. Dutko was one of the first Warriors to greet Blasen after his shot rolled into the net. Shortly after, both were mobbed by the entire Warrior team.

Other Warriors scoring in the shootout were Jeff Zukas, Jim Chomko, Dennis Gaudreault and

Jeff Grole.

The victory moves Granite City into Illinois High School Association (IHSAA) regional championship game against top-seeded Alton Marquette.

During the regular season, the Warriors and Explorers battled to 2-2 draw.

The title game will be at 7 p.m. at Alton's Gordon Moore Park.

"I thought we played well just to

get into the overtime," said Montgomery, who has indicated this will be his last year as the Redbirds head coach.

"I'm not going to stand here and lie to you, the best team won."

Alton employed a Granite City tactic by alternating goalkeepers in the shootout, using starter Andy Scanlan and David Middleton.

"We had worked on that for about two weeks," Montgomery said.

"Middleton is actually better on penalty kicks."

However, after Dutko's save on Voumard's shot Scanlan stayed in goal. "We decided to let Andy handle the last shot. He's a senior," Montgomery said.

Granite City dominated the state sheet during regulation, but the

(See KICKERS, Page 4D)

GCHS' Williams is 4th in tennis sectionals

HIGHLAND — Granite City's Marcia Williams advanced to the third place game of the IHSA girls tennis sectionals over the weekend.

Williams beat Highland's Tricia Fornelli 6-4, 7-6 on Friday in the third round match. However, Williams fell to Alton's Masae Takahashi 6-0, 6-1 in the singles semifinals.

In the third place match, Wood River's Ashley Hill was a 6-2, 6-1 winner over the Warrior player.

Highland took team honors with 12 points. Alton was second with 9½ points. Edwardsville tallied 8 points. Granite City had five points in the tournament.

Highland's Amy Johnson was the singles champion downing Takahashi 4-6, 6-2, 6-5 in a three-and-a-half hour battle. Marquette's Mary Lou Finn and Mary Waters won to the doubles title with a 3-6, 6-2, 6-3 win over Dana Kapf and Amy Vanek of Edwardsville.

Prior to the sectionals, Granite City finished fourth in the annual Southwestern Conference tournament, advancing all of its players into the semifinal round.

"I thought we played our best ten-

nis of the year," said Warriors coach Dick Harmon, referring to the SWC meet.

"We just happened to run into the Belleville schools in the second round."

Granite City won its final dual match of the season 4-3 over Wood River. The Warriors ended the season at 7-7.

"(The finish) was better than expected. We were very successful considering we lost a lot of people from last year," Harmon added.

Linda Briner's three-set win over Melinda Weiss in the last match secured the victory over Wood River. Briner won the No. 2 singles battle 6-2, 6-7, 6-3.

Granite City also got wins from Andrea Suarez 7-5, 7-6 over Susie Stassi; Sandy Taylor beat Andrea Kusmanoff 6-2, 6-2; and in No. 3 doubles, Ingrid Hagnauer and Becky Tritsch beat Patty McGuire and Kim Goode 6-4, 6-2.

Wood River got win from Hill, 6-2, 6-4 over Williams. Tammy Well and Amy Gelfert downed Donna Bowers and Jema Gonzales 6-4, 7-5. Donna Panatino and Kathy Welch beat the Warriors Julie Gabriel and Jamie Siebert 6-2, 6-2.

Despite loss, Madison gave effort

GRANITE CITY — The final score of last Saturday's first round regional soccer game only told half the story for the Madison Trojans.

The Trojans ended their season losing to No. 2 seeded Granite City, but Madison coach Gene Briggs could take some pride in the way his team played that final contest.

"I thought we played our best game of the season," Briggs said. "It was a real team effort. The amazing thing about it was that we didn't stand out individually but we played well as a team."

Briggs and the Trojans stressed defense in their matchup with Granite City.

"We knew they would do a lot of passing and pressuring our

goal," Briggs said. "We stressed defensive coverage."

"It was really nice to see us work so hard on something in practice and then go out and execute it on the field," Briggs added.

The Warriors, who posted their 15th victory of the season, and advanced to regional finals by beating Alton on penalty kicks (see related story).

Defensively, Granite City was able to shut down the Madison attack.

Still Briggs was able to leave the Gauntlet feeling a bit proud. His team played its heart out.

"We weren't, what you would call, intimidated," Briggs said. "We went right at them. The team was enthusiastic and that spilled over into the field."

No. 1 Bucks pound GCC kickers, 5-1

By GARY KING
Staff writer

GRANITE CITY — "If you're going to compete against a team like them, you've got to get a few breaks. They got all the breaks, we didn't get any," said GCC soccer coach Larry Petri following his team's 5-1 loss to the Lewis and Clark Bucks Saturday.

Lewis and Clark was, indeed, a very formidable opponent for the Stars. The Bucks are currently ranked as the No. 1 junior college soccer team in America according to the National Collegiate Soccer Coaches poll.

In short, the Stars would have had to play an error free game and capitalize on scoring opportunities if they were to be successful.

In reality, the Stars did neither. Lewis and Clark struck early when Mark Moser took a pass from teammate Mike Donally and blasted it past Stars goalie Jeff Lantz at the 18:30 mark of the first half.

The Bucks got the first of their

many breaks during the contest with 11:22 remaining in the first half. The Stars appeared to have a golden scoring opportunity when midfielder Matt Casserty fired a shot that was deflected by Bucks keeper Brian Kasting, however, no one was close enough to the ball to put it in the net.

Break number two occurred moments later as Lewis and Clark's Todd Zoeller took a shot that hit the right crossbar, as fate would have it, the ball bounced into the left corner of the net giving the Bucks a 2-0 lead at the half.

With momentum clearly in their favor, Lewis and Clark moved in for the kill. At 9:25 of the second half LCC's Moser took a pass from Steve Stocker and fired the ball past a diving Lantz.

Bad break three occurred seconds after the Bucks third goal as the Stars Tony Macfarlin booted a shot that bounced off the crossbar, once again, no one was close enough to seize the opportunity.

Just minutes later, things turned

proved since then, we're moving the ball better and playing tighter on defense. We measure improvement by increased margins of victory, so I guess we've improved since the first game," said Huneke.

Stars coach Larry Petri refused to make any excuses for the loss. However, he stated it would have made a difference had his squad gotten a break or two.

"I don't want to make any excuses for the loss. Lewis and Clark just played real well today. Our defense wasn't as good as it was in the first game, but we've got some guys who are playing hurt."


"If we could have scored on some of the opportunities it could have made a difference, but we didn't. The shots were bouncing in off the crossbar for them, they weren't for us," said Petri.

The Stars, who fell to 8-7-3 with the loss, were to face Meramec Community College at Meramec on Tuesday.

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Warrior harriers prepare for IHSA regional

By KEN PERKINS
Staff writer

EDWARDSVILLE — They've compiled intriguing statistics and noteworthy praise, but none of it matters much now.

The Granite City High School cross-country squads will be one of a bodgepodge of Metro East teams entered in round one of the IHSA state championship series Saturday in Edwardsville.

The Class AA boys' and girls' regionals, to be run on the Southern Illinois University campus course, will decide who advances to the sectional meet the following weekend in Springfield. It'll also decide who'll get a shot at a state qualification.

So for a meet of this importance, it's safe to say that the only expectation is that statistics will be left at home.

A prime example will have to be Nino Fenroy, the mastermind behind the Lincoln Tigerettes,

who are overwhelming favorites to win the girls' regional and sectional meet as well as contend for state honors.

"It really doesn't matter what you did yesterday," said the veteran coach who's team is undefeated in southern Illinois and metropolitan St. Louis competition, 9-1 statewide.

"At this point, everything is up for grabs. If it wasn't, we wouldn't have to show up, now would we?"

The Tigerettes also have two of the top runners in the area in Celina Shy and Joan Simmons. Both have run one-two in more than 90 percent of their races and are expected to do the same Saturday.

Their toughest competition will come from Granite City's Lora Wiser, who hasn't lost a race since, well, sometime in early September.

The senior has led a strong

Granite City team that has won its last five meets, including Friday's Southwestern Conference meet.

In each race won, Wiser has placed first. She's continued her assault at the start of the race and it's something she says will continue—no matter who is in the field.

"That's my race," Wiser said. "That's the way I like to run. I feel better when they are trying to catch me."

Friday, Wiser led from start to finish and was never threatened. In fact, she had her sweat in hand when the second place finisher, 31 seconds behind, came sprinting in.

She's lost only to Shy and Simmons of Lincoln and is eager for the series to begin.

"I really can't wait," she said.

"I'm ready to run the regionals and go on to state. This year seems different for some reason.

I'll be glad when it comes."

This year Granite City could do better than ever. They've got quality personnel and could place high at the regionals, sectionals and state meets.

At the SWC meet, for instance, the Lady Warriors were near perfect, placing five runners in the top seven spots.

Had it not been for Collinsville's Diane Kassling, who placed second, and East St. Louis Senior's Regina Ward, who finished fifth, it would have been a sweep.

Shelia Noel (third), Lisa Wiser, (fourth), Melody Finn (sixth) and Paye Patton (seventh) have run well for Granite City and the team's future depends on their future performances.

"All year," head coach Dave McClain said earlier, "our goal has been to shorten the gap between Lora and the rest of the girls.

"We figure that's the key. If we can get those girls to move up, you're going to find a remarkable difference in our scoring and the standings."

Granite City collected 21 points in the SWC meet while Belleville West placed second with 54, East St. Louis (74) was third (74), Collinsville (105) fourth, and Belleville East (116) was fifth.

The Warrior boys didn't fare as well as the girls but they are improving, says McClain.

They placed fourth at the conference meet behind Belleville East (54), East St. Louis (55) and Alton (57).

The boys race was mighty close, but in team standings only.

Norman Bilsbury, who is expected to give a challenge for the top spot at the state meet, ran away with the title in 15:36.

Bilsbury has yet to lose this

year but is expected to have a test against Mascoutah's Rob Maue in Saturday's regionals.

Maue, winner of the competitive Mattoon Invitational three weeks ago, had little trouble winning the Mississippi Valley Conference championship last week in O'Fallon.

McClain would like to see a good showing from his boys Saturday, but won't be highly disappointed if they don't qualify.

"They've improved quite a bit since the first meet in Granite City," McClain said.

"So already, they've done well even if they don't go to state."

Saturday's regionals will kick off at 10 a.m. with two races, boys and girls, scheduled. The top three teams will advance to the sectionals as will the top 12 individuals.

SIU-E Kickers give foes double dose of blues

By AL BARNES
Staff writer

EDWARDSVILLE — The guys on the Southern Illinois University at Edwardsville soccer team weren't about to let the girls outdo them last Sunday.

It was a tough job, at that, but both teams ended up posting identical 10-0 victories.

The women Cougar kickers poured it on Northeast Missouri State, while the men's varsity turned back the University of Illinois at Chicago. The SIU-E men are now 9-5 for the season.

Granite City's Deanna Epps got the SIU-E women on the board at the 2:16 mark as she jumped on a loose ball in front of the goal to rebound it

in. The women SIU-E kickers jumped out to a 6-0 lead.

Epps then got the second half underway by chipping in a ball from about 10 yards directly in front. The victory over Northeast ran the women's record to 5-3-2.

John Stone, a product of Marquette (Alton) High, had a great day for the Cougars as he poured in four

goals, the first three (his third hat trick as a Cougar) in two minutes and 15 seconds.

Stone, a fast-moving junior, now leads all Cougar scorers, with nine goals and five assists.

The men's easy victory over the U. of Illinois at Chicago was a dramatic contrast with their tough, and hard-fought 1-0 victory on Satur-

day over a really tough University of Wisconsin at Milwaukee team. The Panthers came to Cougarland with one of the best records not only in the Midwest but in the entire United States, 12-1-1. The roof suddenly fell in on the Panthers as they not only lost a heart-breaker to the Cougars, but dropped 3-0 decision to Indiana U., and battled to a 0-0 tie with Illinois State, a team which had defeated SIU-E, 2-1, early on in the season.

Jim Applebaum, a sub, scored SIU-E's only goal against Milwaukee on an assist from Tim Amstrong with less than seven minutes remaining in the game Saturday.

The Cougars' victory over Wisconsin, plus the easy win over Chicago, gives Coach Bob Guelker a slim hope for a post-season tournament bid. If SIU can beat the St. Louis University Bills Friday night at Busch Stadium in the annual Bronze Boot Game classic Oct. 25.

In Sunday's women's game for the Cougars, Collinsville's Shelley Sarach, a sophomore, scored herself a "hat trick" with the trio of goals coming in the second half. Susan Balota, a senior from St. Louis' Lindbergh High, kicked in single goals in each half.



MOVING UP FIELD. Granite City's Deanna Epps keeps control of the ball in last weekend college soccer game against

Northeast Missouri State. Epps scored two goals and added an assist as the Lady Cougars won 10-0.

(Photo by Monica Carnegie)

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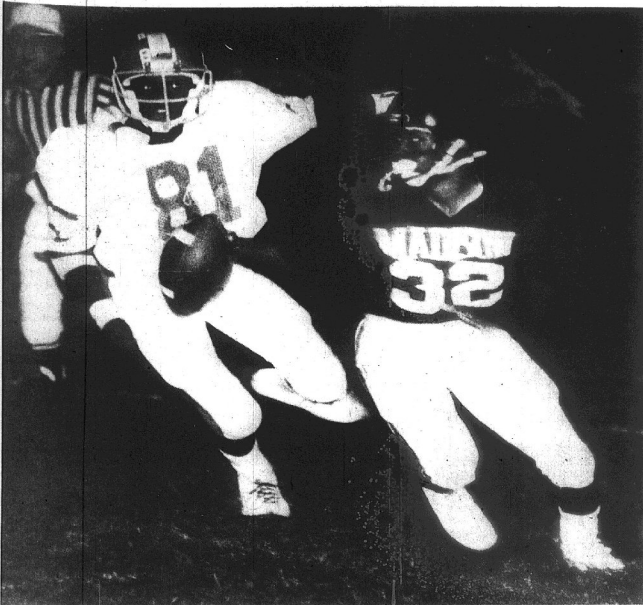
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SCRAMBLING AWAY. Madison's Darnell Marshall (32) out runs Assumption's Scott Pirle during last Friday's prep football game. The Pioneers stopped Madison 20-14 to remain unbeaten this season. The loss was the Trojans first. Madison will wind up its regular season this weekend.

(Staff photo by James Mesingame)

GCC plans basketball clinic

Granite City Campus of the Belleville Area College will be sponsoring a basketball clinic for fifth through eighth graders this fall. The clinic will be held from 10 a.m. to 12 noon Sundays Oct. 19 to Nov. 23 at the junior college, 4950 Maryville Rd.

Registration fee is \$35 and includes a camp T-shirt. Participants also receive a free season pass

to all Stars home basketball games. Terry Collins, GCC athletic director and basketball coach, will coordinate the clinic. The first hour of the clinic will be spent on fundamentals while the second hour will focus on applying the skills taught in a game situation. Several members of this year's GCC team will also help instruct campers.

Players should wear gym shorts and tennis shoes. Shower facilities are available, but towels will not be furnished. For more information and registration persons should call 931-0660. When calling to register persons should give the player's T-shirt size.

Renegade kickers win tournament

The Renegade Boys' Soccer team competed in the Mario Sesti Hazelwood tournament recently. The team went undefeated to place first by defeating five Missouri teams.

The Renegades under 14 boys team defeated Gaffneys' Hackers 6-2 in the first game.

Jeff Rosenberg led the team in scoring throughout the tournament by powering shots past the opposing teams defense.

Also scoring for the Renegades were Casey Frank, Chris Mance, Mando Martinez, Mike Smith, Kevin Griffin and Kevin Spiker.

The Renegades beat the Kolping Kicks 2-0. The rain the night before turned the field into a mud hole, but despite the condition of the field the Renegades shut out the Kicks.

The second shut out of the tournament came in the third game when the Renegades downed the Florissant United 6-0. This game was controlled at mid-field. Leading the pack were mid-fielders Bobby Kirchoff and Tim Manker, helping out were Ron Lacy, Tony Arro and Kevin Spiker.

Perhaps the toughest game of the tournament was against the Floris-

sant Golden Hawks. The defense proved to be too much for the Hawks. Excellent play by fullback Kevin Griffin and Phillip Hahn, provided stiff resistance to the opposing teams.

The Renegades defeated the last team, White Star, 7-2.

Among the key players were Kevin Kaspovich, forward and mid-

fielder; the goalkeeping ending job

was led by Ethan Forheltz. Kelly Dickson also helped out at goal.

The coaches relied on the fact that all the boys play well at several positions and used the team balance to out perform their Missouri opponents.

The Renegades Boys' Soccer team is made up of boys from Granite City, Collinsville, and two from Belleville.

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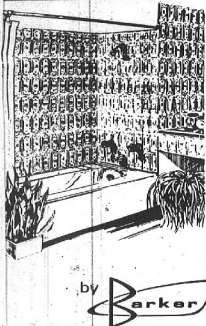
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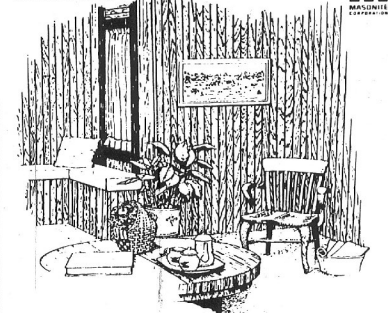
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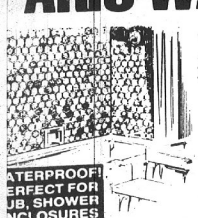
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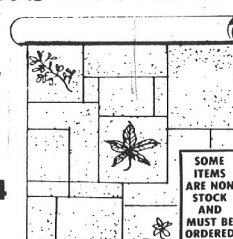
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Playing East Side is no easy task

By Jim Baer
Sports Staff Writer

Superlatives like awesome, unstoppable, hard-hitting and well-coached might be the best way to describe the East St. Louis football team according to the

coaches who have absorbed the losses this season.

There's a common thread among those who have gone to the slaughterhouse against the highly vaunted Flyers: each loss was overwhelming.

For instance, look at the challenge from the Alton Redbirds.

Alton was unbeaten and flying high, ranked sixth in the Illinois Associated Press poll and ninth by United Press International when it headed into a showdown with East St. Louis at Parsons' Field just over a week ago. The Redbirds had been pointing to this game all season long.

Maybe the Redbirds talked too much about the game. Anyway, the pregame hype seemed to have stirred a hornets nest.

East St. Louis won that game, 55-3, and has crushed other foes in similar fashion.

Of all the great East St. Louis football teams, this may be the best edition. They show no known weaknesses.

The 1985 Flyers have outscored opponents 342-26 through seven games this season, with no relief in sight for those left on the schedule. A third-straight Illinois Class 6A title is a definite possibility.

"That was a bit whipping they gave us," said Alton's Coach Jack Martin Jr.

"Our expectations were to challenge them, and we didn't. I've coached 15 years and this is the best high school team I've ever seen."

The game was 7-3 in the second quarter. We were down 30-3 at halftime, we should have gone home at halftime if we could," said Martin.

"I'd say the Flyers have great

"We just don't have any team in this area to give them a game, and that's a shame."

physical ability, especially in their line play. I know there's great high school football played around the nation, but I'm sure they are one of the best teams."

Jimmy Adams, Lincoln's coach, said the Flyers are an awesome team, even before kickoff of the showdown with his inter-city rivals this past weekend.

"At least there's good things about playing East St. Louis. We don't have to worry about getting our players up for this game. The emotions alone make it a great contest."

Adams likes the idea of battling the Flyers. "At least if we beat 'em, we can grab some national headlines."

East St. Louis had a 33-game win streak, going into the game with Lincoln.

Ron Yates, Granite City head coach says the Flyers simply are in another category.

"We just don't have any team in this area to give them (East St. Louis) a game, and that's ashamed."

"This is a tough situation for us. We're trying to rebuild our program and we have games like this with East St. Louis, Alton and Belleville West."

For the record, Granite City fell to East St. Louis 60-0.

"But we need to play teams like the Flyers. You can't play weak teams and expect to get any better," Yates said, one glimmer of success.

His team gained 200 yards rushing, with most coming

Ron Yates

GCHS Football Coach

in the first half when the game was not out of hand.

Bruce Arnold, in his 16th year at Belleville West, says playing East St. Louis is rigorous and time consuming.

"You can't beat the motivation of the East St. Louis kids," said Arnold.

"East St. Louis is a tough place to grow up and the kids work hard to get out of there. That's not to be said in a derogatory manner."

Arnold says there are marked differences between the neighboring programs.

For one, East St. Louis has an enrollment of nearly 3,000 while Belleville West is less than 1,000.

The Flyers have a much larger coaching staff; they start contact football in the junior high while Belleville doesn't start until the ninth grade.

But Arnold isn't taking anything away from the team that whipped his Maroons, 33-0.

"They have great offense, great defense, they have great athletes and Bob Shannon is a fine coach. They could go out and beat a lot of small college teams."

One good thing about playing East St. Louis. It will be a big thrill for the team that's lucky enough to finally beat them."

Opponents of East St. Louis certainly have something in common. They are playing the nation's No. 1-ranked high school team. A ranking the Flyers have proudly earned in the national poll USA Today.

Kickers

(Continued from Page 1)

Warriors could never quite slam the door.

The Warriors outshot Alton 20-6 in regulation, but Alton stayed in the game behind the goaltending of Scanlan.

Granite City controlled the opening quarter and forced several shots. In fact, the hustle of Gaudreault forced two corner kicks in the quarter's final four minutes.

"Our first quarter was so good," Baker said. "But then we fell out of our game."

With 1:01 left in the half, Gaudreault was knocked down in the area by Alton's Scott Gibbons and the Warriors were awarded a penalty shot.

Montgomery rushed on the field, arguing that the Warrior player had tripped over the ball. The Alton coach lost his plea and was issued a yellow card.

Moments later, Scanlan dove to his right to smother Joe Gray's shot. "It took five minutes to get it (penalty shot) established," Baker said. "I think it bothered us. With that commotion I changed shooters three times. I normally don't do that to the kids."

"I had thought Joe hit it dead in the corner," Baker added.

Scanlan later said "he had a good idea" of where the shot was headed and dove in that direction.

"I just missed the shot," said Gray who injured his ankle later in the game and was forced to the bench.

"All that (Montgomery's outburst) didn't bother me. I didn't even know I was going to take it until that was over."

The Warriors held a 6-2 advantage in shots after the first half and a 4-0



lead in cornerkicks. However, the game was still scoreless.

Todd Adamitis put Granite City on top when his header found the mark with 3:23 left in the third quarter. Blason and Zukas got assists.

Alton tied the game with 9:44 left in regulation on a goal by Ryan Tucker.

The lead was preserved late in the quarter when Dave DeRousse made a fine play defensively, kicking out a shot by Joe Herzon after Dukto was sprawled on the ground.

With 34 seconds left in the game Steve Becker was left unmarked in front of the Alton goal, but his header sailed over top of the goal.

Neither team forged a serious threat in the final 20 minutes of overtime. The best opportunity for Granite City was Mike Konich's shot from close in. However, Scanlan made the save.

SCORING

GCHS—55-40 Adamitis (Zukas, Blason) ALT—70-56 Tucker (Herz)

GCHS won penalty kick shootout 5-4

SHOTS: GCHS 21, ALT 9

FOULS: GCHS 20, ALT 23

GOALS: GCHS 10, ALT 12

CORNER KICKS: GCHS 10, ALT 1

YELLOW CARD: GCHS (Gaudreault), ALT (Montgomery)

RECORDS: GCHS (16-2-4), ALT (13-5-4)

Football Poll

- LARGE SCHOOLS**
1. East St. Louis (1) 8-0
 2. Hazelwood Central (2) 7-0
 3. Sumner (3) 6-0
 4. Mehlville (4) 6-0
 5. Lafayette (6) 6-1
 6. Vianney (8) 6-1
 7. Hazelwood East (5) 6-1
 8. Riverview Garden (10) 5-1
 9. Webster Groves (NR) 5-1
 10. Parkway West (NR) 5-2

- SMALL SCHOOLS**
1. Assumption (1) 7-0
 2. Principia (7) 6-0
 3. Madison (3) 6-0
 4. Festus (4) 5-2
 5. Duscene (5) 5-0
 6. Berkley (8) 5-0
 7. Country Day (9) 5-1
 8. Marquette (6) 5-1
 9. Lutheran North (2) 5-1
 10. Clayton (1) 5-0

NOTE: The Journal's Metro-East high school football poll is conducted by Illinois and Missouri suburban sports editors. Numbers in parenthesis indicates ranking in previous poll. The symbol "NR" means school was unranked. Schools with enrollment of 1,000 or more are listed as large. Schools under 1,000 are considered as small.

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Travel

October 23, 1985 — GRANITE CITY JOURNAL 5D

Sandburg's home that still has lived-in look

FLAT ROCK, N.C. — It takes some effort to get to the National Historic Site in this mountain community, but the payoff is more than sterile artifacts tucked into display cases and "don't touch" signs.

The home of Carl Sandburg, one of America's great poet/authors, might be described as sort of a living museum. It is one of several places in this region where literary greats left their footprints in time.

The white two-story Sandburg house is as the family left it: beer cans and decades-old junk mail in the wastebaskets, a half-smoked cigar in the ashtray, his guitar propped against his favorite easy chair and stacks of magazines on the coffee table.

A herd of goats still inhabits the barn and horses gambol near the lake.

This 240-acre farm called Conemara is where the Pulitzer Prize-winning Sandburg spent the last 22 years of his life. It was given to the same American people about whom Sandburg so eloquently wrote by his widow after Sandburg's death in 1967.

Lillian Sandburg's stipulation was that the home be preserved as it was during his lifetime.

The home — in the southwestern part of the state where North Carolina juts out toward Tennessee — is not as accessible as an urban monument. First, there's a 26-mile drive out from Asheville through Hendersonville. Then there's a one-third-mile hike up a hill from the parking lot (people unable to make the climb can call for a van at the visitors center).

Even so, the museum attracts 50,000 visitors a year, 9,000 in July alone.

The house still gives a visitor the feeling Sandburg and his family still live here, that they have only stepped away for a moment to allow this pack of tourists a chance to peek into their lives.

So realistic is the furnished home that visitors tend to forget that it is really a museum, said Warren Weber, curator.

"That's genuine Sandburg trash in the trash cans and we have had to put a protective covering on them because visitors were throw-

ing in their refuse," he said. "Same with that Kleenex box over by the chair." Weber said. "The Sandburgs had it on that small table by the front door," he said, pointing, "but people kept pulling out the tissues."

During one tour, a guide said: "Ahead is the dining room where Sandburg liked to sit and watch the many birds outside. His binoculars are there on the table," she continued. As if on cue, a brilliant red cardinal songbird swooped down to the bird feeder outside the picture window. "Mrs. Sandburg asked us if we could try and continue to feed the birds and we do put out seed as much as we can," the guide said.

The home is a showcase of Americana, especially from the '30s, '40s and '50s. There's a potbellied stove in Sandburg's writing room and a modern washer and drier in the basement.

Sandburg's office elicits the most comment from visitors who point out the famous eyeshade in which he often was photographed and read the titles in his 10,000-book book collection. They seem to sense it is a rare opportunity for a glimpse into the lifestyle of a notable American from the past.

Some of Sandburg's children and grandchildren felt the famed author's desk and office should be "tidied up," and the clutter and piles of papers disposed of before the home was opened to the public. But the family decided that any writer who tours the house will understand, said the curator.

Guided tours are conducted every 15 minutes during peak tourist times and every 30 minutes the rest of the year. It is open year-round from 9 a.m. to 5 p.m., except for Thanksgiving, Christmas and New Year's Day.

During the tourist season, there are special musical programs and short versions of the Broadway play, "The World of Carl Sandburg," staged by actors from the

nearby Flat Rock Playhouse.

In addition to the home, the same network of trails on Glassy Mountain that Sandburg once trod in moments of reflection are open to visitors to the farm.

By the time you've strolled past the lake, toured the house and its outbuildings and stepped down the paths Sandburg walked, a little bit

of history — literary and otherwise — has come alive.

Fans of America's great writers may want to spend some time in nearby Asheville, too. There, historians have preserved the boyhood home of novelist Thomas Wolfe, at 48 Spruce St., near downtown. It's also the site of the classic hotel, The Grove Park Inn,

which dates to 1913, where F. Scott Fitzgerald became a legend.

Maybe early 20th century novelist Wolfe felt he couldn't go home again, but you can. His birthplace, a stately frame house, is open to the public as a memorial.

Author Fitzgerald stayed at the great stone-faced Grove Park Inn, 290 Macon Ave., much of 1935, al-

ways in the same suite of rooms, numbers 441 and 443. (Unfortunately, when the hotel was re-

modeled, so were these rooms.) But the grandeur and the charm (it has amenities like 14-foot-wide stone fireplaces) that undoubtedly attracted Fitzgerald remain. The inn itself is listed on the National Register of Historic Places.

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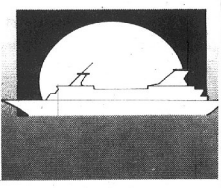
Cruise ships have long been known for their gastronomic extravagance, but Chris Tsardoulis, Royal Cruise Line's new Executive Director, Food and Beverage, promises dramatic innovations aboard the line's two luxury cruise ships, the Golden Odyssey and the Royal Odyssey. With his vast culinary expertise, Royal Cruise Line is confident it will have the finest floating restaurants in the world.

Tsardoulis, who has just joined Royal Cruise Line after 15 years as executive chef with the Hyatt Hotel Corporation, is best known for integrating continental cuisine with nouvelle cuisine and for introducing unusually creative presentations, emphasizing fresh herbs, fruits and vegetables to cater to the changing American palate. He will be responsible for menu planning, wine selections and all food and beverage preparation on the Golden Odyssey and the Royal Odyssey.

"Americans are more aware of health and fitness now. It's challenging to meld this new philosophy with the theme dinners and traditional midnight buffets offered on Royal Cruise Line's elegant ships," Tsardoulis says.

In early August, Royal Cruise Line announced commitments to build two new ships. Tsardoulis will work closely with the naval architects to design the ships' galleys so that their level of sophistication and efficiency will make the task of creating gourmet meals for hundreds as easy as possible.

Tsardoulis will be based in Royal Cruise Line's San Francisco headquarters. However, he



aboard the Odyssey fleet to maintain his high standards of quality and culinary innovation. Tsardoulis' culinary career began more than 25 years ago. Born in Greece, he studied at the Normandy Culinary Academy of

Chefs in Montreal, Canada and then apprenticed at the Hotel Vancouver. After serving as executive chef at the Ritz Hotel in Vancouver, he joined the Fairmont Hotel in San Francisco in 1964. He remained there as assistant chef until 1970 when he joined the Hyatt Corporation as Executive Chef. From 1975-85 he was Executive Chef at the Hyatt Hotel in San Francisco.

During his celebrated career at the Hyatt, he maintained a status that afforded him the opportunity to serve prominent politicians, celebrities and foreign heads of state, and earned many awards.

Among them, the Grand Award and First Prize at a prestigious culinary show in San Francisco, and Hyatt's Chef of the Year. In January 1985 he catered the NFL's official gala Super Bowl party for 6,500 at the George Moscone Center in San Francisco.

While his long association with the Hyatt was very rewarding, Tsardoulis looks forward to his future with Royal Cruise Line.



New resort captures flavor of Tucson

TUCSON, Ariz. — Tucson's Santa Catalina Mountains were a halo of wispy clouds. In the foothills, giant saguaros, crowned with white, waxy blossoms, stood tall and proud in the spring rain.

In the ballroom of Loews Ventana Canyon Resort, 600 elegantly dressed guests attending the grand opening gala listened to Neil Sedaka sing "Laughter in the Rain."

Rain or shine, Tucsonans have taken the area's newest resort to their hearts: Loews Ventana Canyon Resort opened last December. In January, the first social function was held — the Angel Ball, a charity event that raised \$650,000 for the Arizona Children's Home.

Many who attended the charity ball returned in April to participate in the resort's three-day formal grand-opening festivities.

Lights twinkled in mesquite trees, and a colossal papier-mache kachina doll watched as casually dressed diners enjoyed a Southwestern barbecue of chicken and huge steaks.

Next night was "Loews Around the World" — an international festival of cocktails and food for 900 guests. Entertainment included Tucson's "Up With People."

Willard Scott, the "Today" Show's weatherman, was master of ceremonies for the formal dinner-dance — highlight of all the grand-opening festivities.

Coty Wallace, longtime Tucson resident, expressed the pleasure of many of the city's 600,000 residents: "An honest attempt was made to keep the look of Arizona. It blends into the mountains."

The \$45 million, 83-acre resort is tucked into the slopes of the rugged Santa Catalina Mountains (named by Spanish missionary Father Eusebio Kino in the 17th century) and is surrounded by clean, clear air and the tranquil desert.

Dr. Steven W. Carothers of Flagstaff, Ariz., and SWCA Associates Inc., environmental consultants, had the task of integrating the resort into the desert. To retain the native plants, 450 trees and 350 cactuses were relocated. The site has received a Governor's Commission on the Arizona Environment Award.

Recently, Carothers lead a small group along the nature trail that winds through the resort to an 80-foot waterfall. The water spills down the mountainside, flows through the courtyards and beneath the lobby to a two-level lake at the hotel's entrance. Designated a natural area, the waterfall canyon and stream course always will remain protected from disturbance.

Carothers pointed out palo verde and mesquite trees, brittle-bush and hackberry shrubs, mistletoe and cactuses) ocotillos, jumping chollas, prickly pear and the saguaro whose blossom is Arizona's state flower.

And he talked to the birds — northern cardinals, hummingbirds, cactus wrens (Arizona's state bird) and Gambel's quail. There are 130 species of birds in the canyon.

Quail and mesquite-broiled meat, venison and fish are specialties of the luxurious Ventana restaurant, which enjoys a full view of Tucson below (at night the city becomes a sparkling golden carpet of lights) and the canyon waterfall above.

The informal Canyon Cafe offers breakfast, lunch and dinner. On the walls, from Judy Williams' Rosequist Gallery, are 19 original prickly pear paintings by Tucson's Muriel Streeter.

The exterior of the hotel contours the hillside and is ribboned to resemble the state saguaro and colored to match the desert rocks.

Inside, colors and furnishings are subtle and subdued, reflecting the beauty of the desert.

For recreation, the resort offers an 18-hole golf course, tennis courts, two swimming pools with Jacuzzis, a fully equipped health club, hiking and biking nature trails, picnic areas — and a croquet court. Horseback riding and Sabino Canyon are nearby. Winter skiing is only an hour away at Mount Lemmon.

In and around Tucson are many places to see and things to do. Galleries and museums include artist Ted DeGrazia's Gallery in the Sun, and the University of Arizona's Center for Creative Photography features Ansel Adams photographs.

Kitt Peak, the world's largest astronomical facility, is 56 miles southwest of the city. Mexico is 65 miles south and, just 9 miles away from the city, on the Papago Indian Reservation, is San Xavier del

Bac Mission. To the west, in Tucson Mountains Park, are the Old Tucson movie set and the Arizona-Sonoran Desert Museum. To the east, in the Rincon Mountains, is Colossal Cave.

There are opera, symphony, ballet and theater performances, walking tours of historical sites and spectator sports.

Tucson boasts of many fine restaurants, the best Mexican food in the country and 360 days of sunshine a year.

The Estes Co. (owners) and Loews Hotels (managers) of Loews Ventana Canyon Resort have given Tucson something special. And it's been accepted with grace.

Passenger train to depart renovated St. Louis station

ST. LOUIS — The first public passenger train to operate from the renovated St. Louis Union Station will depart from the west side of the station complex on Saturday, Oct. 26, at 8:30 a.m. The destination will be Hannibal, Mo.

The Union Station Zephyr will follow the exact route taken by the first train to depart the station on Sept. 2, 1894. Passengers will have the choice of traveling in modern Amfleet coaches or in the deluxe surroundings of two private cars, both from another era. The train will arrive back in Union Station at 5:30 p.m. Ticket prices are \$50 for Amfleet coach seating and \$75 for premium seats in the private cars.

Requests for tickets are being addressed to the St. Louis Chapter

NRHS, 700 Don Ron Drive, St. Louis, Mo. 63123. Ticket information may be obtained by calling 1-314-993-5152 between the hours of 7 and 9:30 p.m.

Light food and beverages will be available aboard the train, or passengers may visit one of several restaurants in downtown Hannibal during the three-hour layover period. Passengers also will be able to visit the nearby historic sites during this year of celebration in the historic river town.

The Union Station Zephyr commemorative excursion was conceived and organized by the St. Louis Chapter of the National Railway Historical Society in cooperation with St. Louis Union Station and the Rouse Co.

Passport Pointers

TRAVEL ADVISORY: PAPUA NEW GUINEA — In view of declaration of a state of emergency in Port Moresby effective June 17, and in response to a sharp increase in violent crime, the State Department advises American citizens traveling to Papua New Guinea that a 10:30 p.m. to 4:30 a.m. curfew will be strictly enforced throughout Port Moresby.

Travelers can expect to encounter random security checkpoints and should be warned of a possible \$1,000 fine or two years imprisonment for curfew violations. Strict anti-crime measures are expected to remain in effect for the next two months.

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If you wish personalized information about passport requirements, send your questions to Gene Burke, c/o Passport Agency, 11000 Wilshire Blvd., Room 31100, Los Angeles, Calif. 90024.

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